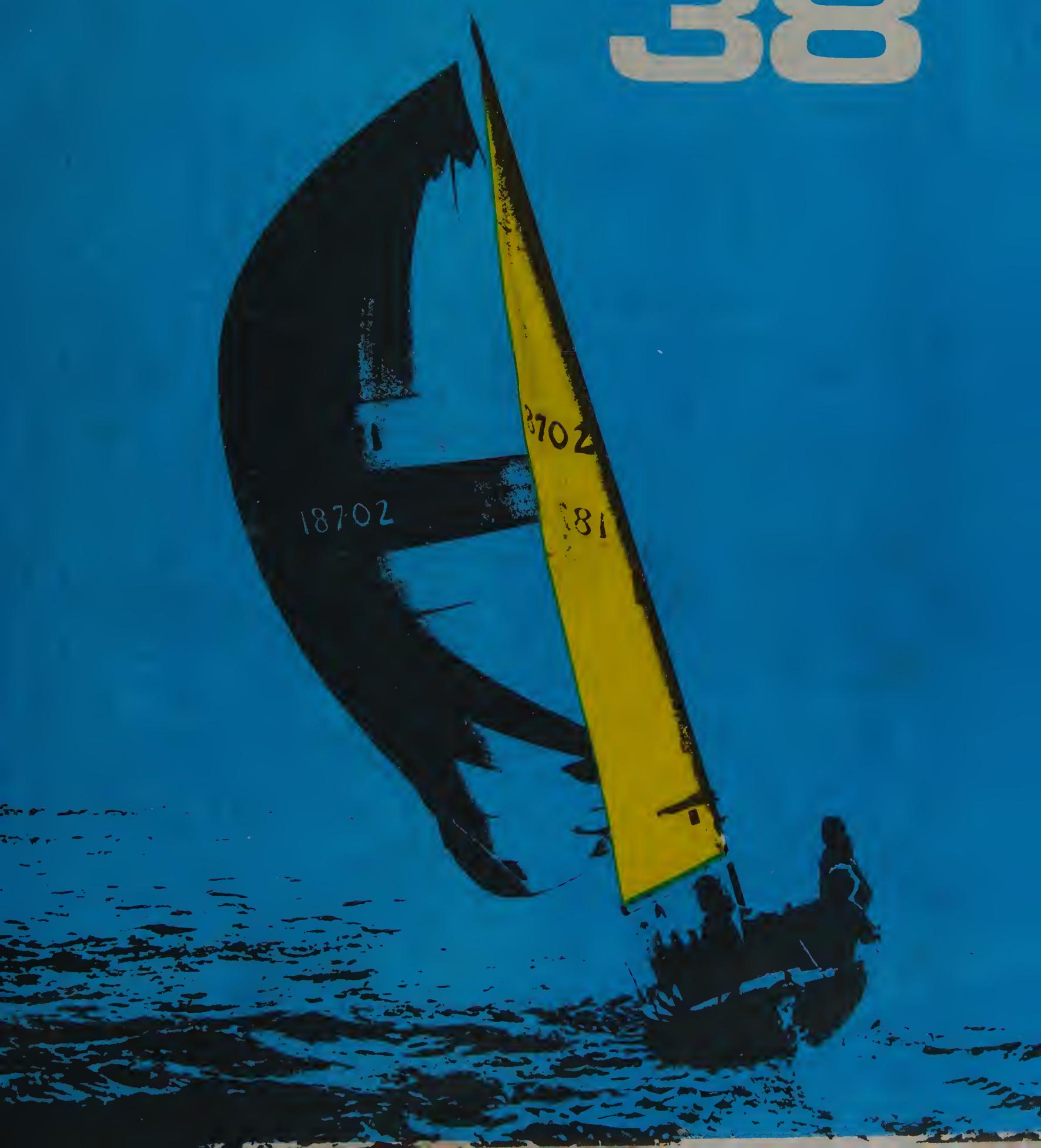


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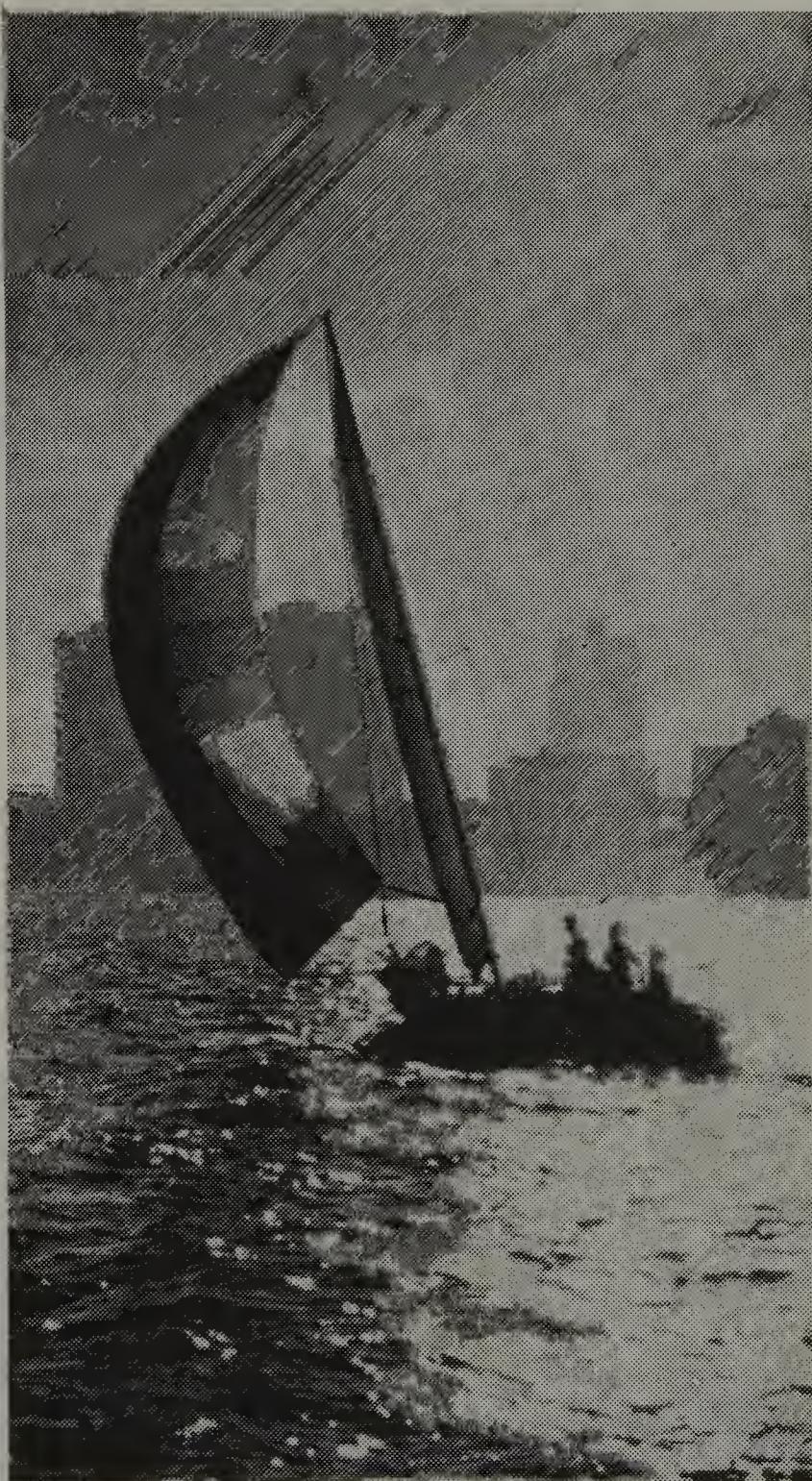
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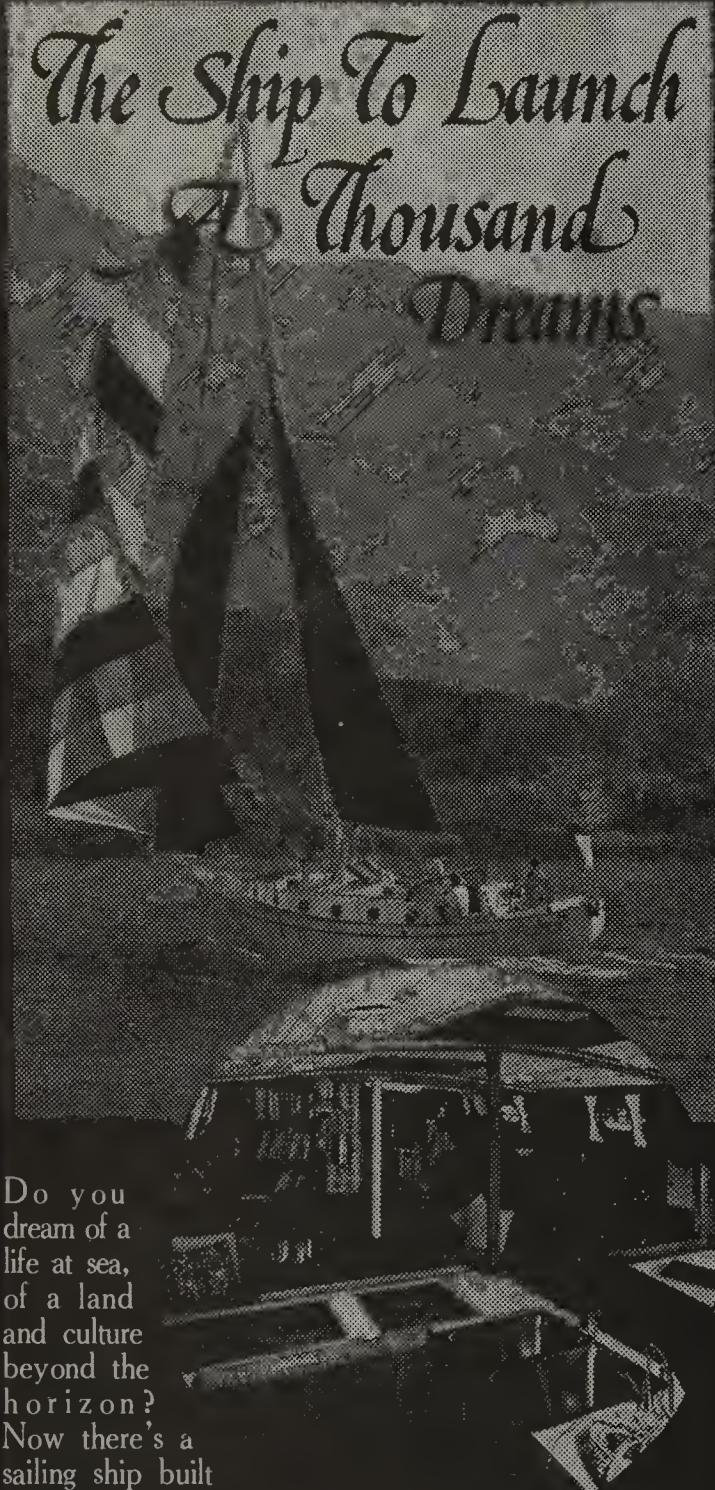
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We cannot be responsible for any editorial contributions, but we do encourage them. We are interested in those contributions that relate specifically to the northern California sailor. We also welcome photographs. Black and white photos are preferred since they have superior reproduction qualities. Mail all submissions to Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965. Please enclose a stamped self-addressed return envelope.

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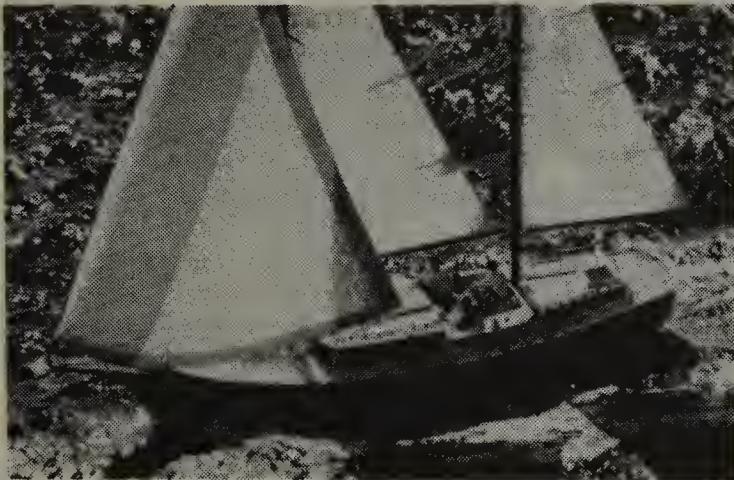
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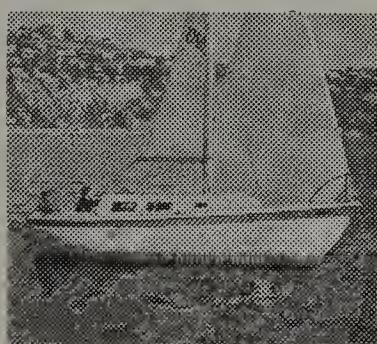
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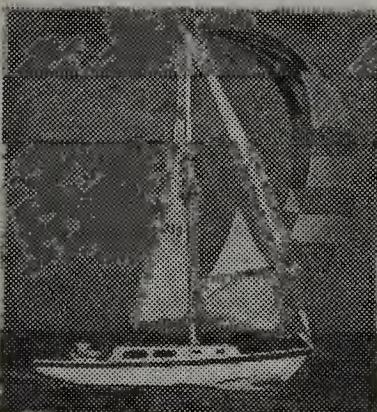
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# EDITORIAL

Who needs another yachting publication? After all, Yachting, Sea, Sail, Sailing, Pacific Skipper, Cruising, MotorBoating, Rudder, and Bay & Delta Yachtsman are published every month.

We think the northern California sailor needs one. We have the crazy idea that the more we're informed about sailing in our magnificent waters, the more we'll enjoy the sailboats we own. We have found that other publications don't provide adequate northern California sailing coverage, because they are primarily directed to other sailing areas and/or other forms of marine recreation.

We feel the northern California sailor deserves better, and we're going to try and give it to you. Free. We hope you'll like it, and that it might make your sailing a little more enjoyable.

If you'd like, there are two ways you can help us. The first is to share your news, information, stories, opinions, lies, and photographs with us, so that we may share them with the rest of the northern California sailing community. We'll pay you as well as we can.

The second way you may help us is by telling our advertisers that you saw their ad in Latitude 38. A mere mention of our name will help us in our efforts to keep you informed and amused.

We can't promise you the greatest sailing publication because we are neither the greatest sailors nor the greatest publishers. We can promise you we'll try and make Latitude 38 interesting, different, and sometimes funny.

Latitude 38 will be distributed on the 15th of each month. Look for it at boat dealers, chandleries, sailmakers, marinas and wherever sailors gather between Monterey and the Delta. Latitude 38 is free, but a subscription form is included in this issue if you wish to have a copy sent to your home.

We hope you enjoy reading Latitude 38 as much as we enjoy putting it together.

# latitude 38

Richard Spindler - Editor & Publisher  
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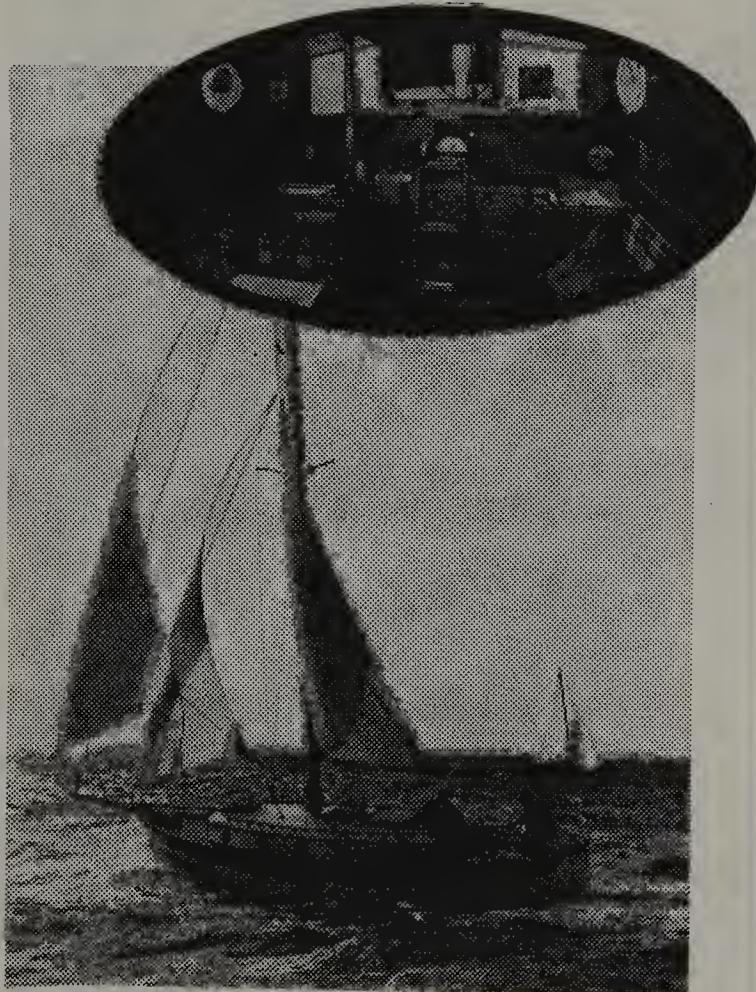
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## CALENDAR

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fall in love, buy a boat, follow your whimsy.  
winds begin to blow.

**9 april**  
singlehanded race around farallons. 834-6877

**9 april**  
colin archer memorial race 254-2265

**16 april**  
alameda sailboat show afloat — mariner square

**22 april**  
folkboat worlds — st. francis & richmond  
yacht clubs

**24 april**  
opening day — don't act your age

**29 april**  
master mariner's regatta — s.f. bay

**20 june**  
transatlantic race — don't miss this one

**2 july**  
trans-pac — slide to paradise

**9 august**  
around-the-world race — enter early and often

If you have any knowledge of any events, activities, races or race results that you would like published in Latitude 38, please drop a line to CALENDAR, Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965. Send it as early as possible, and we'll do our best to get it published as soon as possible.

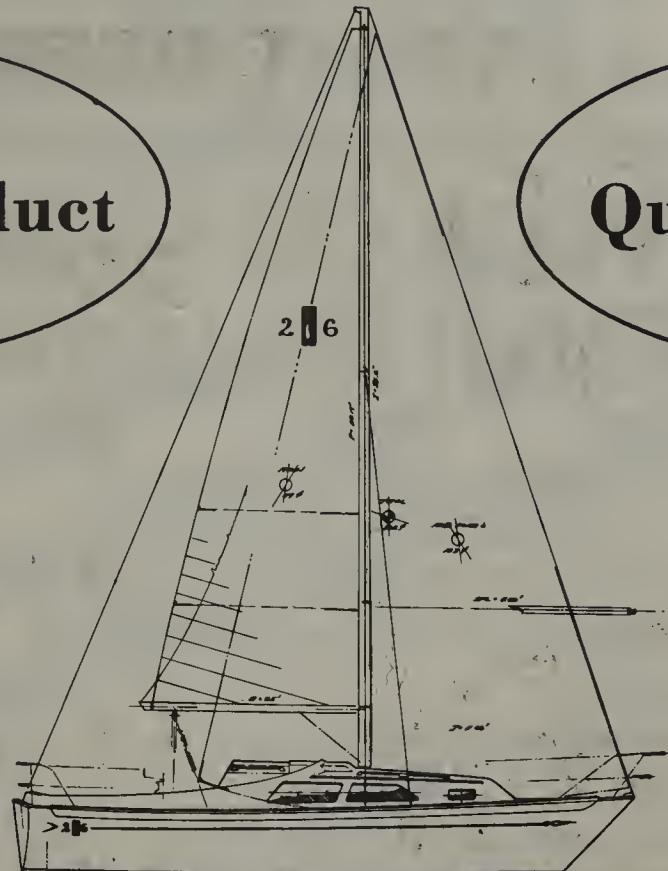
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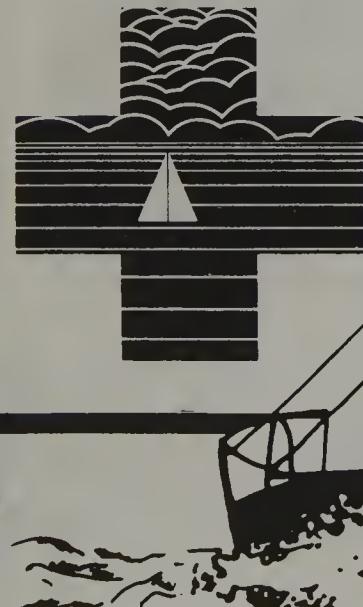
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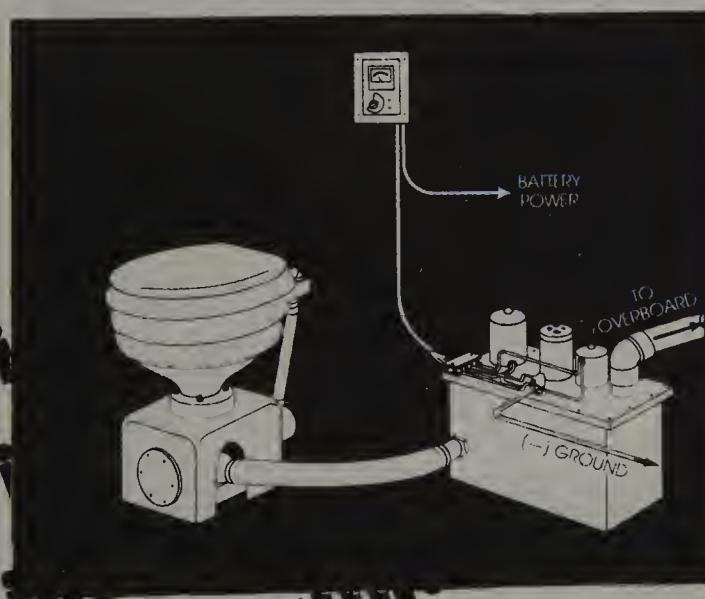
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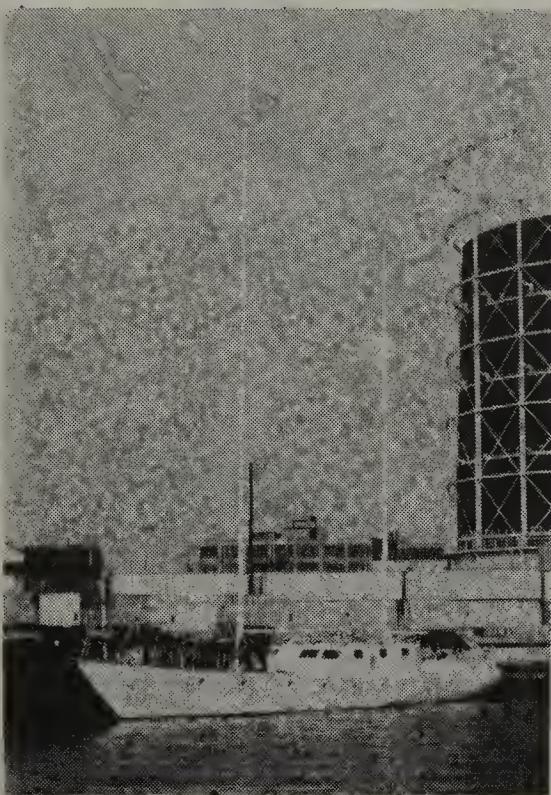
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# SIGHTINGS



This is the ketch **Infinity** that has been visible along the Estuary for some time. She is ferro and about 115 feet long, and reportedly has been under construction for less than 18 months. We believe it, the people around the vessel were far more intent on working than talking about the boat.

The rigging is massive and well-planned. The forward sections of the hull are very graceful for such a large sailboat. The house looks something like a bomb-shelter, and for all we were able to learn, maybe it is.

Sailors are demanding more and more conveniences on their boats and at dockside. Most new marinas recognize these desires and have had telephone hook-ups installed at every berth. If your marina doesn't have them now, the telephone company reportedly will not install them in the future.

How much does this added convenience cost, if you already have a hook-up at dockside? We had one installed last year at the bi-centennial price of \$37.50. No more. A friend just had one installed and the price had risen to \$150. The breakdown of the bill is as follows: \$25 deposit, \$28 standard installation fee, \$52 for the cord from the dock hook-up to the boat, and \$44 for the jack (very similar in appearance to a shore power jack) that must be installed permanently to your boat. No more running the cord through an open port. No permanent jack — no telephone your Mother in Detroit.

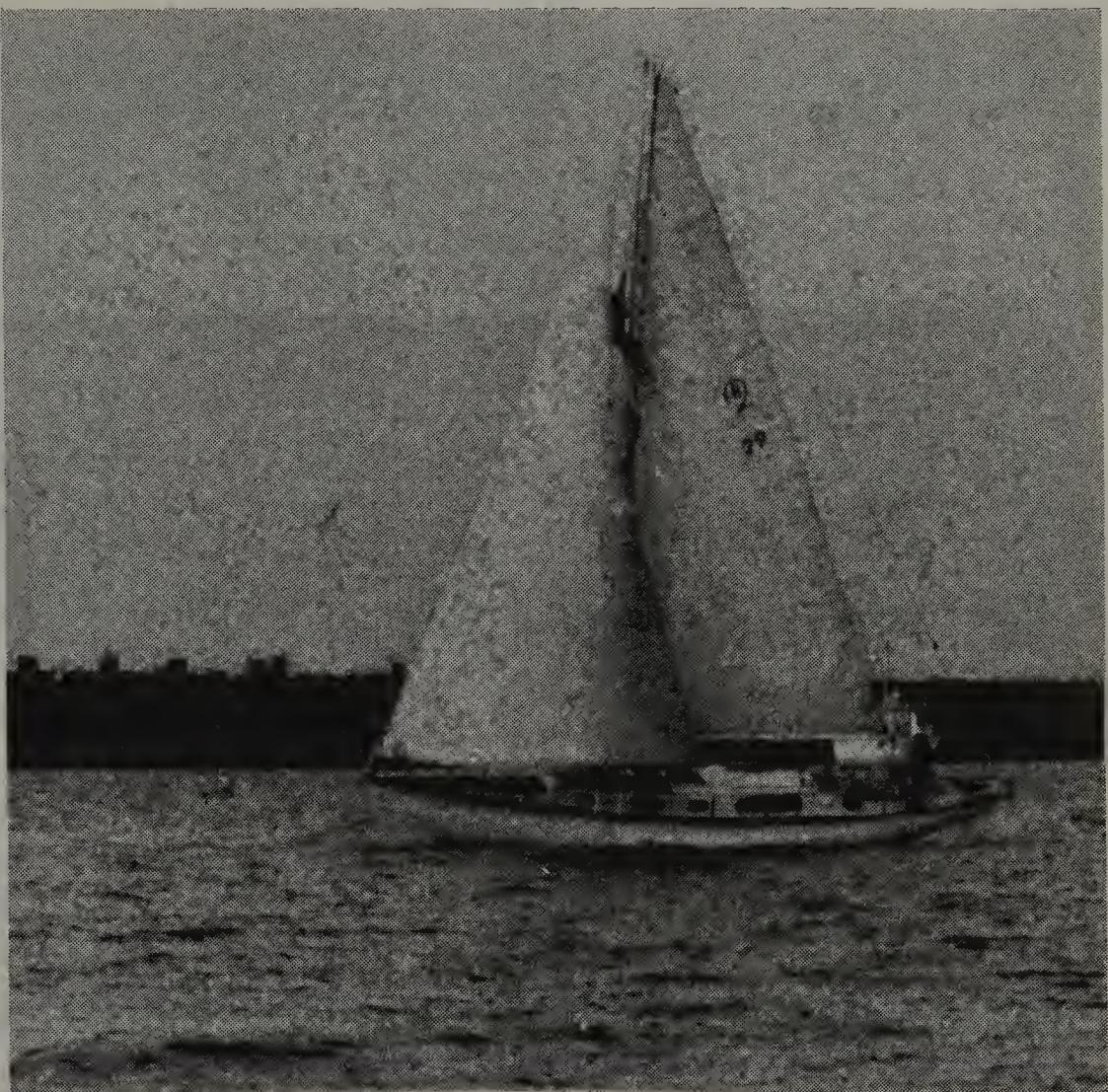
Regulations, you know.



In a Notice to Mariners, the Santa Cruz Harbormaster advises that the entrance to Santa Cruz Harbor is now totally shoaled and considered hazardous. The Port District has placed a total of six white, cylindrical warning buoys with orange diamonds and the words "Danger Shoals" in the harbor entrance. The Harbormaster's office maintains a radio guard on channel 12, 16, and 73 from 0800-1700 daily, and may be contacted for harbor entrance information. Coast Guard Station Monterey can also give information on harbor entrance conditions. As of March 1, even Hobie Cats could not enter the harbor.

# SIGHTINGS

A surfer, just barely visible between two powerboats, is locked-in on a beautiful wave curling off the West side of the Santa Cruz Harbor breakwater.



Ship of Fools. Warren Stryker has run aground, again. To quell the mutiny brewing on his Bounty II, Captain Stryker told his crew he had coconuts growing at the top of his mast. Naturally the crew forgot all about the dinner they were missing and commenced to holler at Warren. We're not that stupid, Stryker, they reportedly said, mumbling something about coconuts not growing in the winter. Warren told them he'd prove it, and the photograph catches him, looking very much like a monkey climbing for coconuts.

Things took a turn for the worse when Captain Stryker was forced to endure one of the worst indignities a sailor can suffer. He and his Bounty II were pulled free by a *powerboat!* The coconuts? Warren would have brought them down, he explained to the crew, but they weren't ripe yet.

Nice try, Warren.

Why not pay less? Several years ago private airplane owners banded together and got legislation passed that reduced the personal property tax bill on their aircraft. Assemblyman Dixon Arnett of Redwood City is introducing a similar bill to committee that would give similar benefits to boat owners.

Dixon's bill, AB-130 would standardize the personal property tax on a boat at 1.5% of the market value, which would reduce the tax rate in 53 of 58 counties in the state. The bill would also assure that 70% of the net proceeds would be used in the interests of boating. As it now stands, most of the tax money collected from boats goes into a general fund, where it is used to finance innumerable projects that have nothing to do with yachting.

The potential percentage drops are as follows: Alameda 54.5, San Francisco 53.6, Contra Costa 51.5, Santa Clara 48.1, Santa Cruz 43.3, and San Mateo 40.8. Think of the gear you could buy if your personal property tax was cut in half.

# MERLIN

Merlin, Bill Lee's new ultra-light downwind flyer, was launched February 24 at the Moss Landing Yacht Harbor. Like the Santa Cruz designer's previous boats, the emphasis is on speed, simplicity, and light weight. With an overall length of 67' and a beam of 12'6", she is a radical departure from the standard I.O.R. 'pumpkin-seed'. Merlin's hull tips the scales at a dainty 9600 lbs., and her ballast is a hefty 10,500 lbs. Fully rigged Merlin comes in at about 11.5 tons. Merlin is what ultra-light is all about.

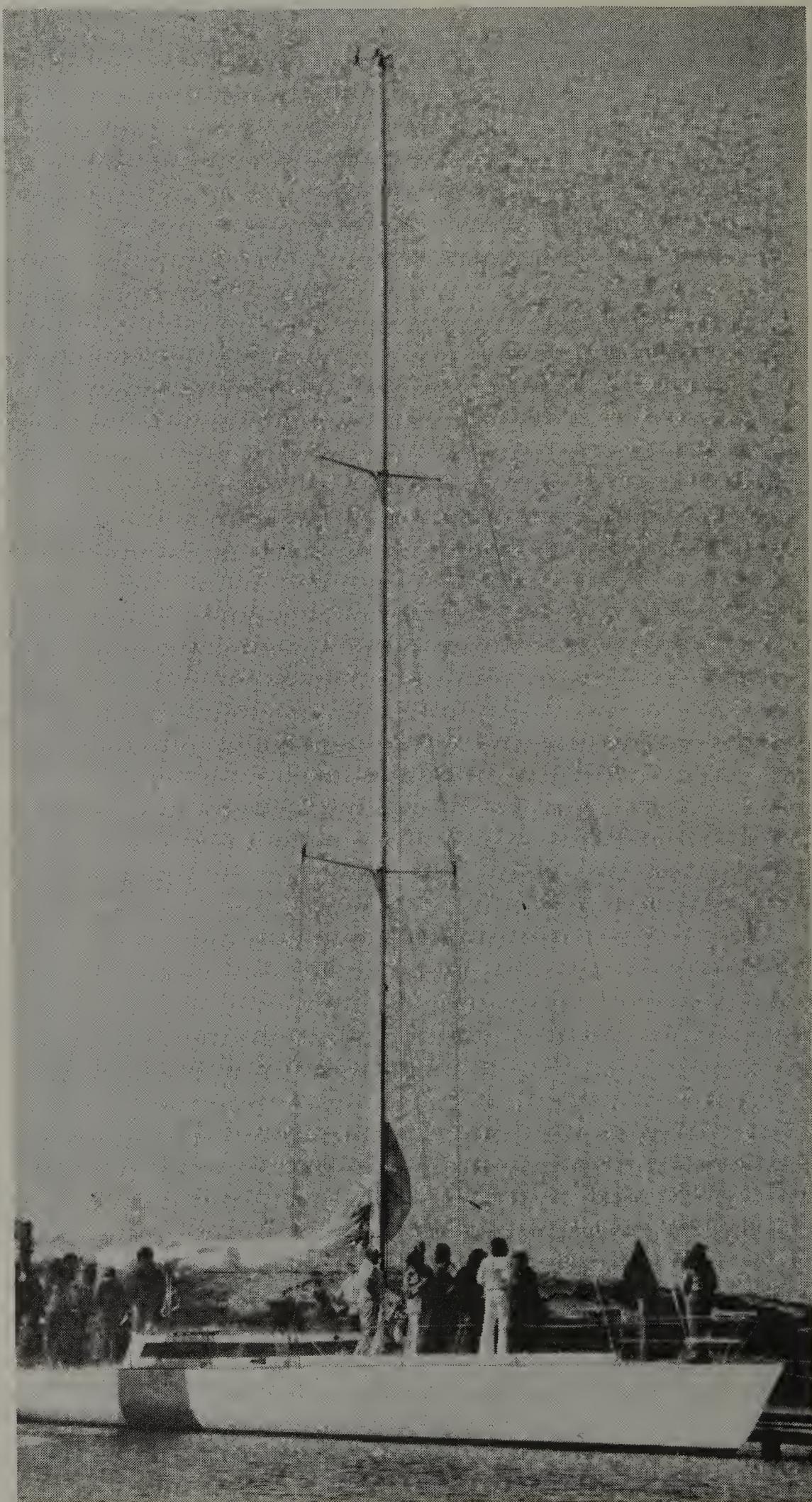
Lee's boat was built to compete in this year's Trans-Pac, with her sights set on **Windward Passage's** record run of 9 days and 9 hours, set in 1971. With a mast of 68'5" above deck, and 27' spinnaker poles on a boat so long and light, Merlin should certainly be capable of good speed downwind.

Designer Lee, whose boat **Chutzpah** won on corrected time in both '73 and '75, built Merlin in his Santa Cruz hilltop boatyard in only nine months. Four men worked on her, with additional help during the last few weeks. Since Merlin draws 8'6" she could not be launched at the shoaled Santa Cruz harbor, and was taken with her keel in place to Moss Landing. Her Sparcraft rig was dropped into place just prior to launching.

Below decks, Lee has emphasized simplicity, efficiency, and comfort. There are two quarter berths under the cockpit, a double bunk in the aft cabin, an efficient galley amidships, and a large table on top of the beer and water tanks. Because of her relatively short rig and light weight, Merlin requires a crew of only 8, rather than the normal 15 for a normal 'super boat'.

Merlin will make her ocean racing debut in the March 5 Ano Nuevo Race, which starts off Moss Landing. If she sails as fast as she looks, she may look forward to a successful racing career. As one observer put it, "There ain't much to slow her down. . ."

Photo and story by Jim Leach



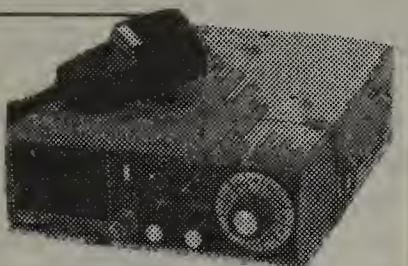
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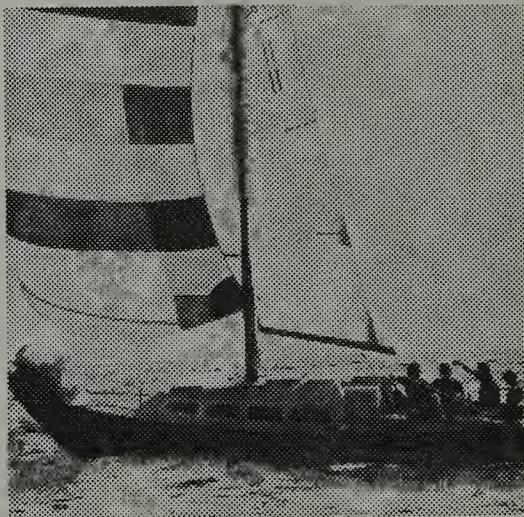
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# PASSAGE

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## WINDWARD PASSAGE



The night before the St. Francis Yacht Club's Big Boat Series last fall, sailors wandered among the glamour racing machines just to stare and wonder. Naturally, the crowd gravitated toward the bigger boats, the 73-foot ketch **Windward Passage** in particular. **Kialoa** was newer, bigger, yet those milling about that night seemed to feel a greater affinity for the slightly smaller Passage. Perhaps it was due to Passage's near legendary successes and failures in ocean racing history.

Although Passage wasn't designed until 1968, she was probably born in the frenzied finish of the 1965 Trans-Pac when Bob Johnson's **Ticonderoga** narrowly edged Cornelius Brunzeel's South African ketch, **Stormvogel**. Ticonderoga won by only five minutes in the 2,225 mile race, as both boats smashed the previous record held by the enormous ketch, **Morningstar**. Shortly after the race, Bob Johnson, intoxicated with victory and glee, wrote a letter to L. Francis Herreshoff, the designer of Ticonderoga, and proclaimed him an immortal of the sea with Columbus, Magellan, and others.

Even though the Herreshoff design had won, Johnson thought that Stormvogel might have finished first if Brunzeel had known his position more accurately, for it seemed to Johnson that Stormvogel held a slight edge in speed during surfing conditions. It was probably the possibility of losing the exciting duel (only 100 yards separated the boats with six miles to go) that lead

Johnson to seek out Alan Gurney to design the ultimate ocean racing machine. Alan Gurney did not let Bob Johnson down.

Passage started her career with an impressive record run in the 811-mile Miami to Jamaica race in 1969. Several months later she entered the Trans-Pac with a boat that was to become her arch-rival, **Blackfin**, the 73-foot Tripp designed, San Francisco based ketch. Johnson pushed Passage home in first position, with Ken DeMuese hot on his stern in Blackfin. As in 1965, both Bob Johnson and the second place yacht had shattered the previous elapsed time record.

Passage, however, was stripped of the new record when she was assessed a two-hour time penalty for a minor starting line violation. The penalty, perhaps the most controversial in yacht racing history, was just enough to award DeMuese and Blackfin the new Trans-Pac record. The result could not have given much satisfaction to either Johnson or DeMuese. Only a few months later that year, Bob Johnson was to die of a heart attack.

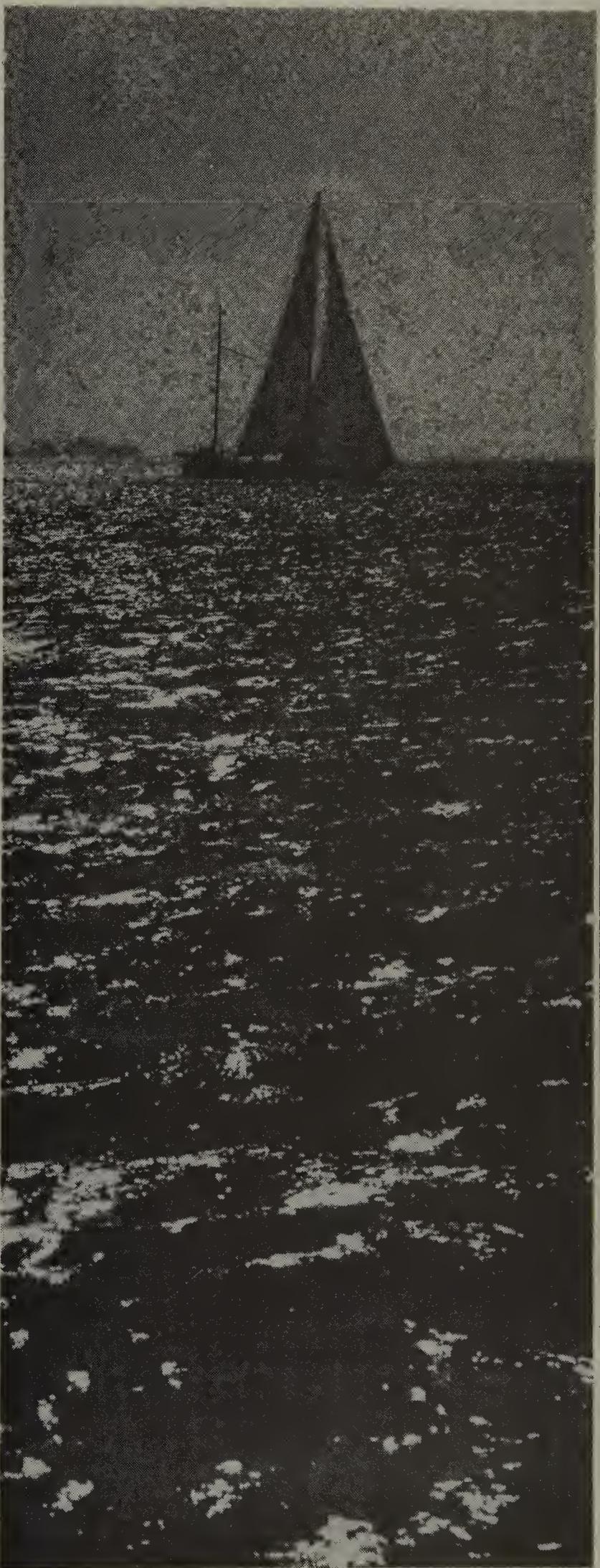
Bob's son, Mark, and many of the crew of Passage were not about to let the double tragedy signal the end of Passage's racing career. Just a year-and-a-half later, in the 1971 Miami to Jamaica race, Passage was to break an all-time ocean racing record, and regain some of her tarnished glory. Slashing through the waters in which she was built and named after, Passage was burying the knotmeter at 20 knots in bursts, and was consistently clocking 13 and 14 knots. It was reported that she

was tossing off bow waves up to 30 feet. Not only did she beat her own previous record of 1969, but she turned in the fastest average speed, 10.72 knots, in the history of regularly scheduled ocean racing. In her record run, Passage had shattered her previous record by over 30 hours, an incredible accomplishment in such a short race. Yet, there was still something missing, for Dave Allan's **Improbable**, a San Francisco-based, Mull design won on corrected time.

Later that year, Passage squared-off again with her rival Blackfin in the 1971 Trans-Pac, eager to revenge her protest loss. Passage got her revenge and more. Not only did she beat Blackfin's record, but she also eclipsed her own disallowed pre-protest time by 18 minutes. Blackfin finished 9 hours later, and the rest of the fleet, who had been expected to take corrected time honors, died, when the fates snuffed the usually reliable trades. There was no compromise this time, Passage had taken all the honors; the new record time, first to finish, first in her class, and first on corrected time.

Even more astounding was her feat of breaking the double digit average speed barrier for the second time. Her 10.02 knot average in the Trans-Pac was just short of her marvelous 10.72 knot average in the Jamaica run, a record that still stands. An average speed of over 10 knots had been achieved only once before in ocean racing history, 65 years earlier, when Wilson Marshall posted a 10.01 knot average with his 185 foot **Atlantic** in the Trans-Atlantic race. In five months, Passage had turned in the two fastest average speeds in the history of ocean racing!

For the last several months, Passage has been berthed at the St. Francis, having finished second to **Ballyhoo** and ahead of **Kialoa** and **Ragtime** in the Big Boat Series. Passage had been rigged with taller masts, and is expected to compete in this year's Trans-Pac. While Passage is still at the St. Francis, you might want to drop by and have a look. Imagine yourself at the helm, surfing at 20 knots, tossing off enormous bow waves, and heading for another record run with another maxi hot on your heels.



# SAIL SHAPE

Sail shape. Whether cruising or racing a well set sail is an aerodynamic joy. The emphasis here will be on sail shape for fast sailing but the principles are universal.

The headsail and main affect each other and so must be adjusted together. Telltales are essential. These are 8 inch tufts of yarn attached to both sides of the sail at varying heights along the leeches of the main and jib, and along the jib luff. When sail incidence is perfect all the yarns blow back evenly. If you are pointing too high or near a luff the windward tuft on the jib's leading edge will flutter upward; if you have fallen off too much or are stalling the lee yarn flutters; and if the fairlead position is too far aft the top windward telltales will break before the bottom ones, spilling air from the top of the sail.

Beating in light air requires a full jib. First, the halyard is eased to give the luff body. Next, the fairlead should be set aft to prevent the weight of the sheet and sail from pulling down on the leech. If possible the fairlead is best moved inboard. The sheet can then be let out until the sail almost luffs.

As the wind freshens the halyard is tightened; the fairlead moved forward to equally distribute the tension on the leech and foot of the jib, that is, when the boat is headed up into the wind it should luff evenly; and the fairlead positioned outboard to maintain a proper slot between the jib and main.

To trim the jib for a reach the sheet is slacked which automatically gives fullness to the sail. The halyard should be eased for even more fullness. The fairlead is best moved outboard to open the slot between the main and jib. On a broad reach, excess twist is reduced by placing the fairlead forward. Most boats are not set up for these adjustments to be convenient but serious racers know good sail shape is a "go fast."

The mainsail is shaped in parallel with the jib, keeping the slot between them open. For heavy and light air a sail that is cut flat is best — a full sail is desired only when power is needed, for example, in heavy sea conditions. In drifting conditions the sails have to be set to take advantage of any puff, if the main has a deep curve the wind cannot attach itself readily to the lee side of the sail since the airflow has too large a turn to make. In light air a flat sail is not a strapped in sail. The main should have some belly — a shape achieved by reducing tension on the luff and foot. First, ease the Cunningham, the tackle that pulls down the luff of the sail; then let go the outhaul until small wrinkles appear along the foot. If the luff needs even more belly ease the halyard, again looking for small wrinkles. As the wind increases, raise the halyard, stretch out the foot by taking up on the outhaul, and tighten the Cunningham.

The main traveler position and sheet tension allow you to fine tune the sail shape. For a fuller sail in light air, the

traveler is pulled to windward and light sheet tension is used. Real drifting conditions demand sail trim as if you were reaching, that is, the boom should not be over the centerline of the boat. A freshening breeze calls for a free leech and less full sail. To get this shape use more sheet tension, move the traveler to leeward and if possible, increase backstay tension. You will actually see the leech become freer as the battens cock less to windward. The middle battens should be parallel with the centerline of the boat.

On a reach and downwind a full main is needed — again, release Cunningham, outhaul, and traveler completely to leeward. Off the wind, the upper part of the mainsail tends to twist forward and spill wind, by putting tension on the boomvang you lower the boom, eliminating the power loss caused by twist and you also stretch the main to its fullest.

The Spinnaker, on a run, should look symmetrical, and fly high and full. The pole is set square to the apparent wind. Pole height is important — the general rule is to keep the clews level, raising or lowering the inboard as well as the outboard end of the pole.

There seems to be two different schools of thought about spinnaker trim on a reach. One advises keeping the sail flat as possible by easing the guy, so the pole almost touches the headstay and lowering the topping lift until clew and tack are even. They reason the lower position will stretch the foot, reducing camber. Another opinion holds that while reaching in high or low wind, especially if the jib is set, that the tack on a normal reaching spinnaker on a class boat can be slightly higher than the clew. It is suggested this opens the slot between spinnaker and jib, and eases the spinnaker luff flattening the chute. On any one boat you will have to evaluate the sail plan and cut of the spinnaker.

The spinnaker sheet is eased until one sees a slight curl along the luff (the pole side of the sail) and then trimmed until the curl just disappears. All changes in apparent wind demand adjustment of pole position and sheet trim.

In light air, lower the spinnaker pole way down, keeping the outboard end slightly higher than the clew. This positions the pole for a puff and keeps the luff from folding over on itself. Heavier airs sometimes mean the chute's effectiveness has to be reduced to prevent being overpowered. In this case make sure the halyard is fully hoisted. Both the guy and sheet should be led forward to pull the sail down, flatten it and keep it behind the main.

by betty adams

# AN APPEAL

westsailors:

# HELP!

Two-And-A-Half Fingers Max is driving us nuts! A year ago he traded in **Xenobios**, his Islander 36 for an Overseas 41 cruising ketch. Regretably, his racing ambitions did not disappear with his 36. Consequently the waterfront has been forced to endure Max's unceasing claims to racing prowess, and tedious descriptions of his ketch **Lily's** formidable sailing characteristics.

A week ago providence intervened with a bottle of rum. Half-snocked and relieved of any vestiges of common sense, Two-And-A-Half-Fingers loudly boasted that he was ready to squash any comparable vessel in a race. Recognizing an opportunity to silence the loquacious scoundrel we asked him if a Westsail 42 or 43 would constitute a comparable vessel, and if so, did he think Lily could take one in a race?

"Certainly," the rum and braggart replied in unison.

"Allright turkey," we replied, "Latitude 38 will create a race just for you, and we'll even provide 5 free dinners at a waterfront restaurant for the winning boat."

"It's a deal!" roared the rum in Max. (Actually, he would have preferred to back out, but the presence of several attractive women made that notion preposterous.)

We have him trapped. All we need is a benevolent Westsail owner who is willing to trounce this roustabout and win free dinners for himself and four of his crew. Westsailors, will you accept the challenge and gag "Two-And-A-Half-Finger's bellowing?

Here are the details of your mercy mission:

The race is set for May 1, and will begin at noon. The starting line will be a line directly beneath the Bay Bridge, between Goat Island and the next tower to the West. The contestants will then take the eastern sides of Yerba Buena and Treasure Island to port, then the west side of Alcatraz to starboard. Angel Island will then be taken to port, and the finish line will be a line between Peninsula Point and the Peninsula Point buoy at the west end of Raccoon Straits.

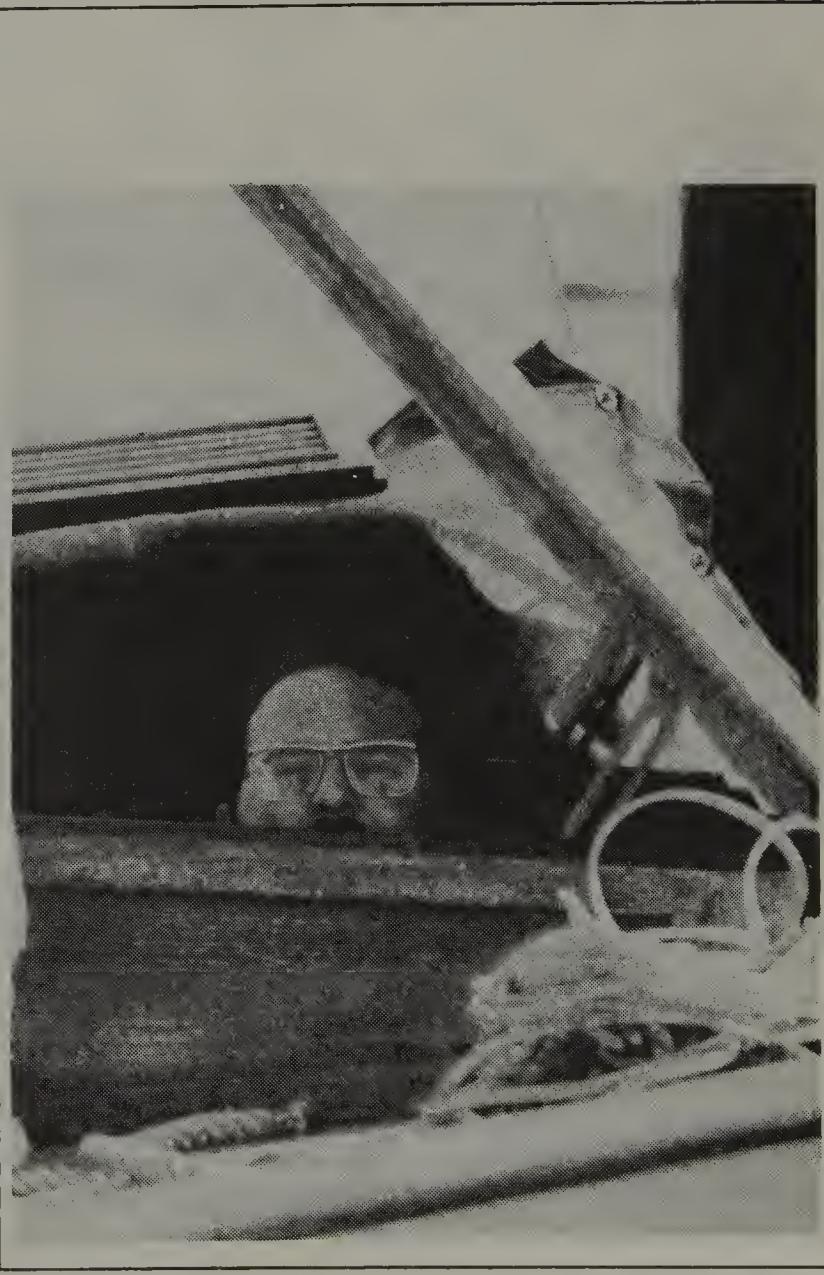
Since this race is for bragging rights and some good chow, certain rules will be strictly enforced: 1. You may have as many crew as the Coast Guard will allow on board. 2. You may use any sail you can beg, borrow, or steal, except for spinnakers. 3. Throwing winch handles at your crew when you are not doing well is discouraged. 4. Swearing shall be allowed only when necessary. 5. If neither boat finishes by May 15th, no prizes shall be awarded and both captains shall be subject to interminable ridicule. 6. The first Westsail owner to enter, write HELP! c/o Latitude 38, shall be the challenger. Those are the rules, respond quickly, stifle the howlin' Italian!

We're warm-hearted and don't want anyone to starve, so the loser will receive a \$5 gift certificate to McDonald's — they give change.

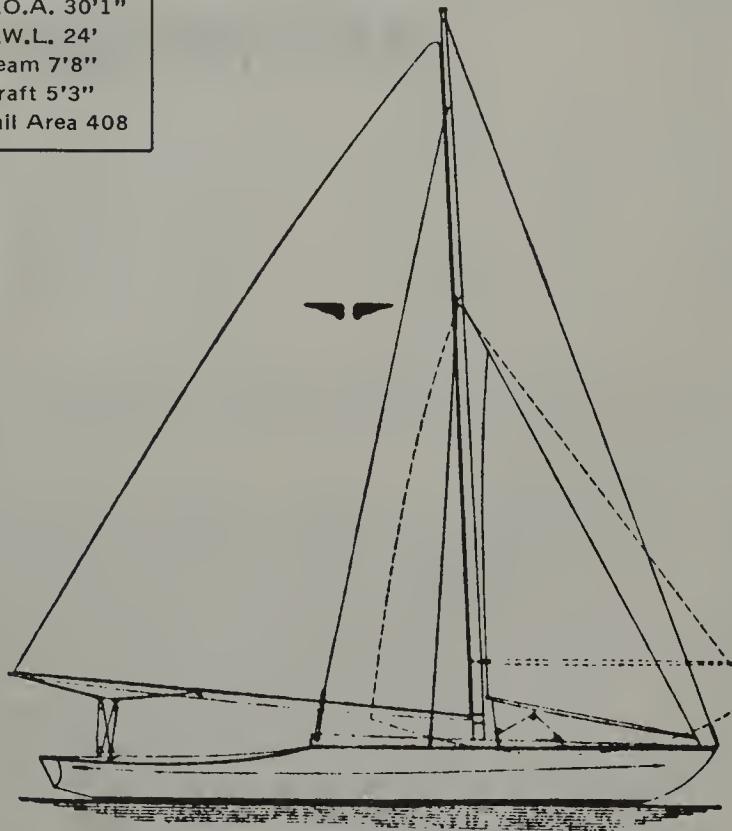
Since only two boats may participate in this particular race, we realize that many of you sharpies out there might try and sue us for discriminating against your chance to win dinner. Therefore, we invite you to submit your own challenge. We will provide the dinners and maybe even print your mug in this prestigious journal. Challenges shall be judged on their rational and whimsical merits. For example, naming your wife or your 10-year-old as helmsman rates high; challenging a Cal 20 with an Ericson 35, does not.

Submit your challenge to Latitude 38, P. O. Box 1678, Sausalito, Ca 94965. Your challenge should include what kind of boat you have, how many sails you have, what boats you wish to challenge and under what circumstances. Hot-shots need not apply, the only goal here is fun.

We'd like to do this once a month, would you?



L.O.A. 30'1"  
L.W.L. 24'  
Beam 7'8"  
Draft 5'3"  
Sail Area 408



# A BIRD

"Nothing sails like a Bird" is the motto of the San Francisco Bird Association. Owners howl the motto in justified pride when a Bird blasts through the chop of a dusty afternoon. Crew members, however, mutter the motto in vile reference to the gymnastics required to sail the little bugger. Somehow the Bird manages to mirror many of the peculiar qualities of the city of San Francisco. It's the kind of boat Emperor Norton would own, and hire Rose Mary Woods to crew. And win.

Fittingly, no one individual is guilty of the ultimate design of the Bird. The final lines terminated an evolutionary process that involved the professional services of two naval architects and the ultimate approval of an amateur yachting syndicate. Fred Brewer of the Madden yard in Sausalito drew up the original lines in 1923 for a syndicate at the San Francisco Yacht Club. One Bird was built at the Madden yard, and although the syndicate accepted it, they also decided to send the design to John Alden for modification. Alden suggested adding weight to the keel and made numerous other alterations. While the added ballast was accepted, many of the suggestions were overruled, but the Bird had finally become a Bird.

That Bird boats are very stiff is unquestioned. The ballast ratio is over 50%; 4800 lbs. on 9000 lbs. displacement. The mast has a short aspect-ratio, about 3 to 2. For a 30 foot boat, the mast is a very short 32 feet above deck, while the main boom is an astounding 20 feet, extending a short distance over the stern. Combine the heavy ballast with the short rig, add a small hank for a jib, and you've got a boat with a strong preference for going through chop rather than over it.

The strict class rules call for a poor man's sail inventory. Besides the main and jib, a small spinnaker is the only other sail allowed. The jib is club-footed and the main, believe it or not, has no reef points. Deciding what sails to set on a Bird

PHOTOGRAPH BY DIANNE BEESTON



does not require extraordinary talent.

Sailing a Bird well does. The boom is low, only about a foot above the deck, so when the boom isn't trying to remove your head, it is probably pouring spray down the back of your neck. Spray that Birds are overly prone to kick up.

Birds have running backstays that don't begin to come half



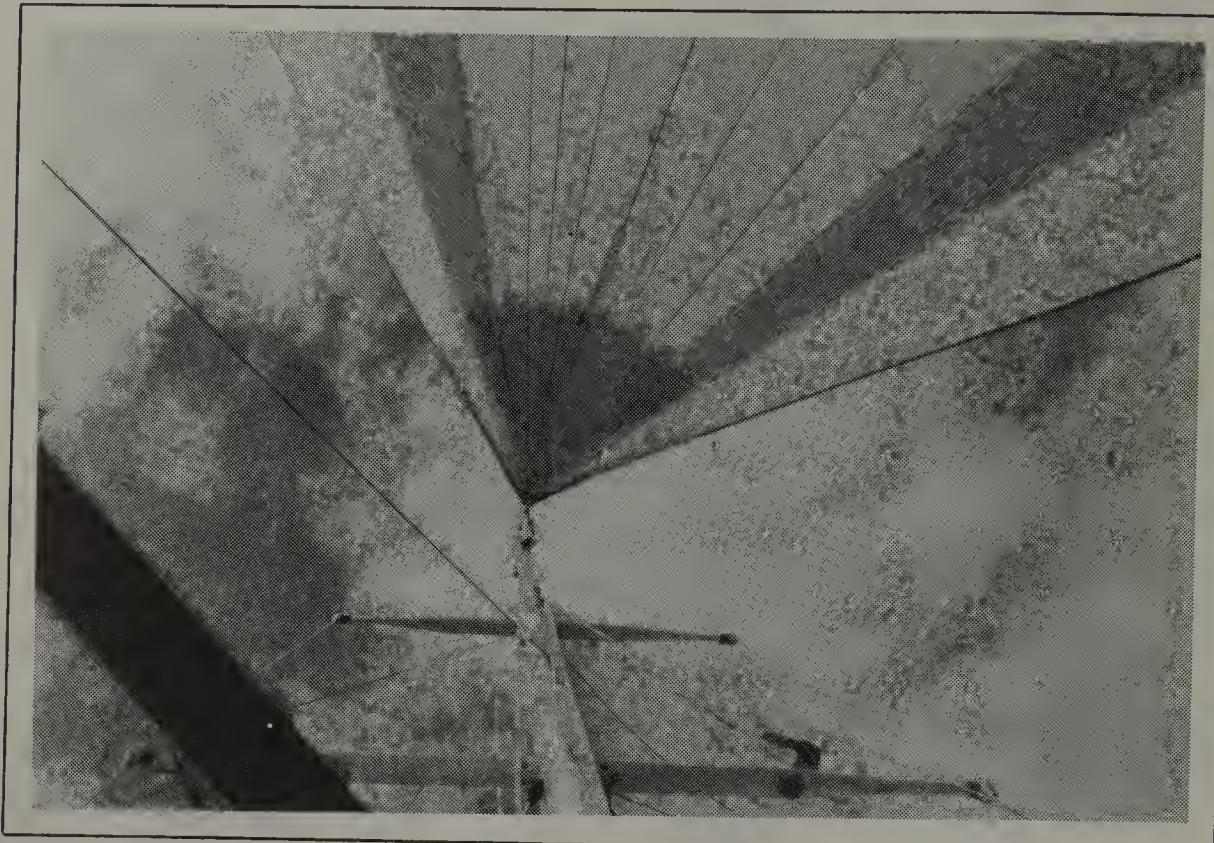
way to the stern, so jibing can be hard on both the boat and crew. Before the spinnaker can be set, the forestay must be unhooked and secured aft at the mast. Experienced Bird sailors suggest that it is a good idea to replace the forestay before beating back to windward.

It is a tribute to something, which at the moment eludes

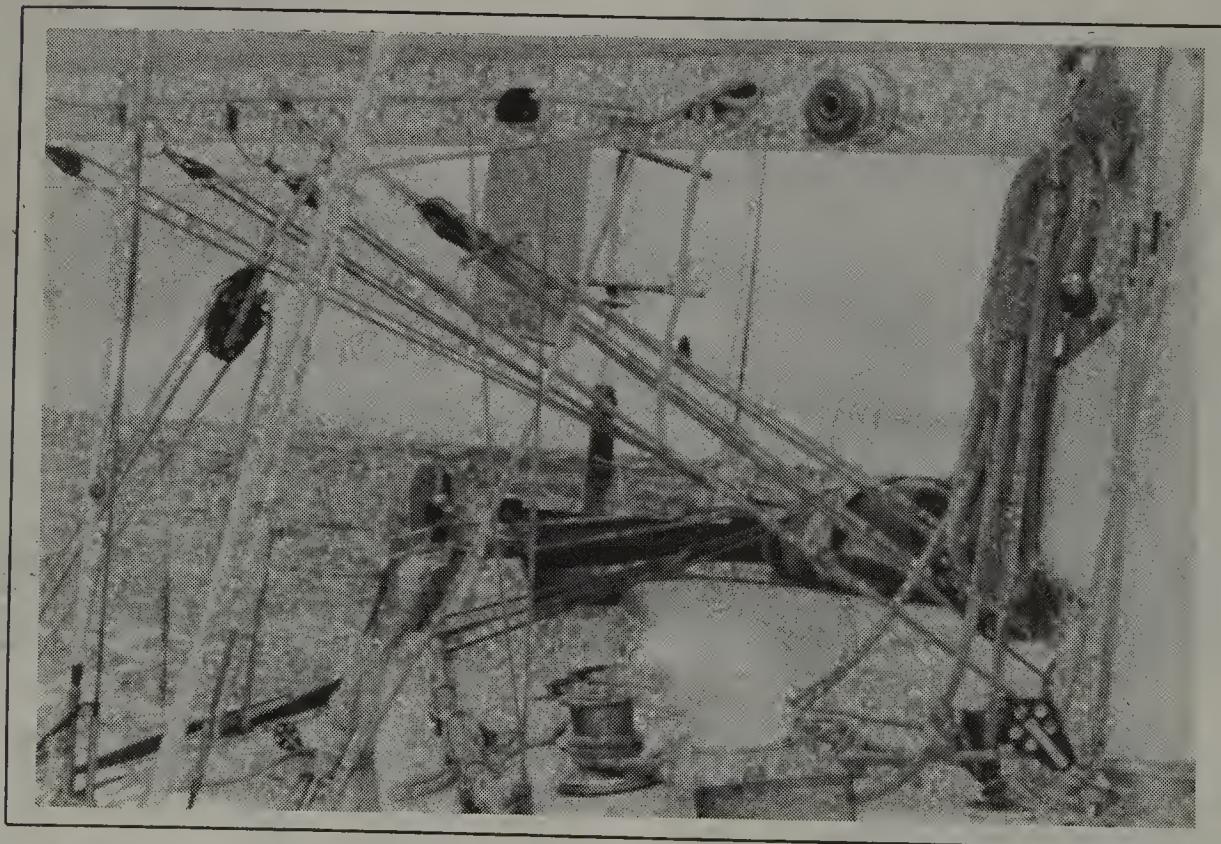
me, that 23 of the 25 Birds built are still sailing. That is probably a record unequalled for a class of wood boats built 50 years ago.

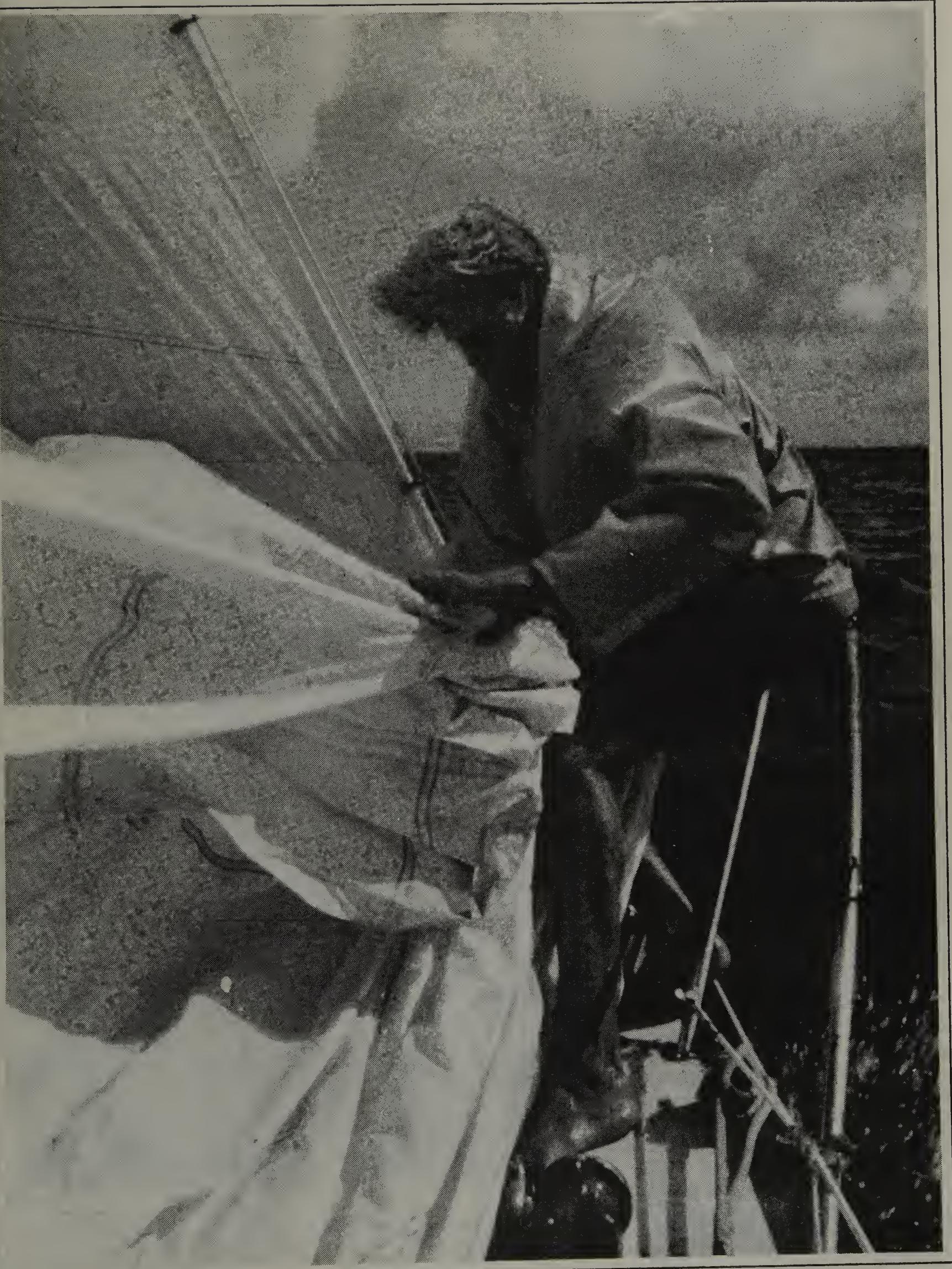
Recently, close to 15 Birds qualified the class to continue its status as a one-design racer. Sailors can only wonder if the infatuation with this enigmatic design will ever fade.

# SEA SAGA



a sea saga by joshua mills





# SEA SAGA

photographs by

**H**ow often have you sailed out beyond the Golden Gate and thought how nice it would be to just keep going? August 3, 1976 found *Silverheels*, my Islander 36, beyond the headlands, and this time the thought became reality, we were on our way to Maui.

A sail to Mexico had only wetted my appetite for long cruises, and when I started making noises about a Hawaiian voyage, the response from the prospective crew was so enthusiastic that it wasn't long before the boat was in top shape, loaded with stores, and ready to go. Having sadly underestimated the cost of preparation, the ship's coffers were nearly empty, but by this time the commitment was so deep that cancellation of the trip was out of the question. We decided to worry about the money later, and just get there for now.

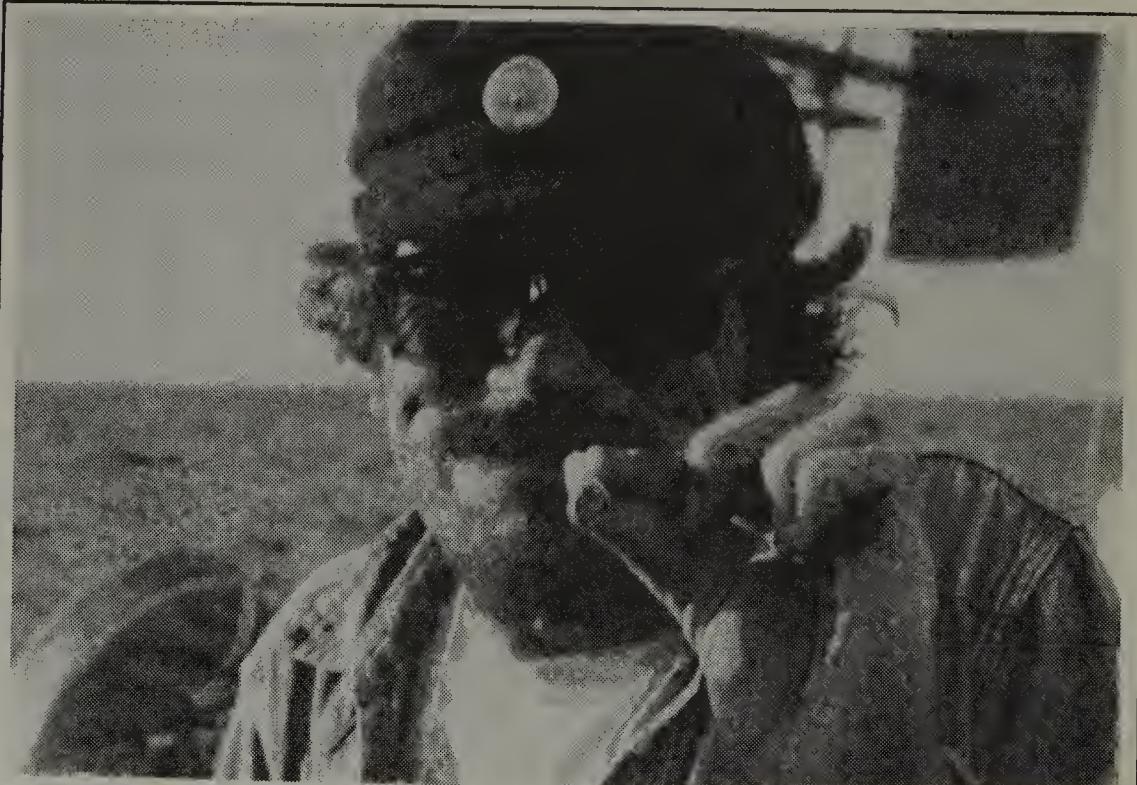
The inevitable light airs off the coast kept us to slow speeds, but gave us time to sort out the watches, and accustom ourselves to the sea. Soon the trades filled in as we went S.E. to skirt the high, and the seven of us were soon enjoying the fabled downhill slide of the



surfing 11-12 knots sometimes, but small enough to be relatively easy to control.

One week of sailing found us at the halfway point, and every thing had been

going so smoothly that something had to happen, and it did. Since we picked up the trades we had been experiencing squalls that would pass over with rain and wind gusts of around 10 knots



Hawaiian run. Since we were fully crewed with a good fast boat beneath us, we decided to drive the boat hard, and make a passage to be proud of. Our spinnaker stayed up day and night, except when we had to drop it to take chafe prevention measures.

I had purchased a chute just for the trip; a 1.5 ounce, 85%, tri-radial, that was a perfect tradewind sail. It was large enough to move the boat swiftly,

# SEA SAGA

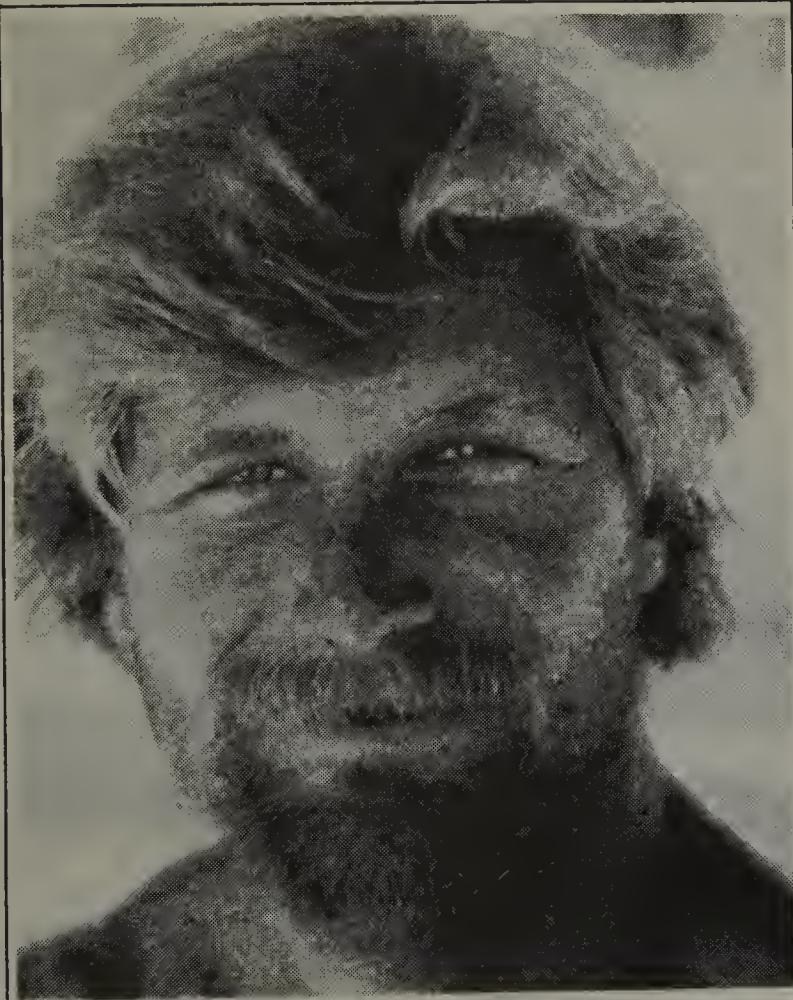
## jan phereson

above the norm of about 25 knots. We had gotten so accustomed to them that another one coming up from astern caused no special concern, other than taking the stereo speakers below before they got wet.

As I was returning from this errand

to recover a little, then up to the fore-deck to hand the chute, which was now being lowered as quickly as possible, as you might guess!

As often happens in an emergency, while dealing with it, my mind seized on some incongruous aspects of the



While making a headsail change on a black night, Tom disappeared overboard. No one saw him go. As he fell, Tom grabbed the sail bag he had been stuffing the jib into. As Silverheels charged through the night, the bag and Tom were dragged free of the boat. Tom managed to grab the jib and slowly pull himself back on board.

suddenly the squall hit, and no 35 knoter, but more like 50. In a matter of seconds the boat, after a few alarming deep rolls, was broached to lee, and the cabin windows in green water. I struggled out of the hatch and managed to release the main sheet traveler, allowing the main to jibe and the boat

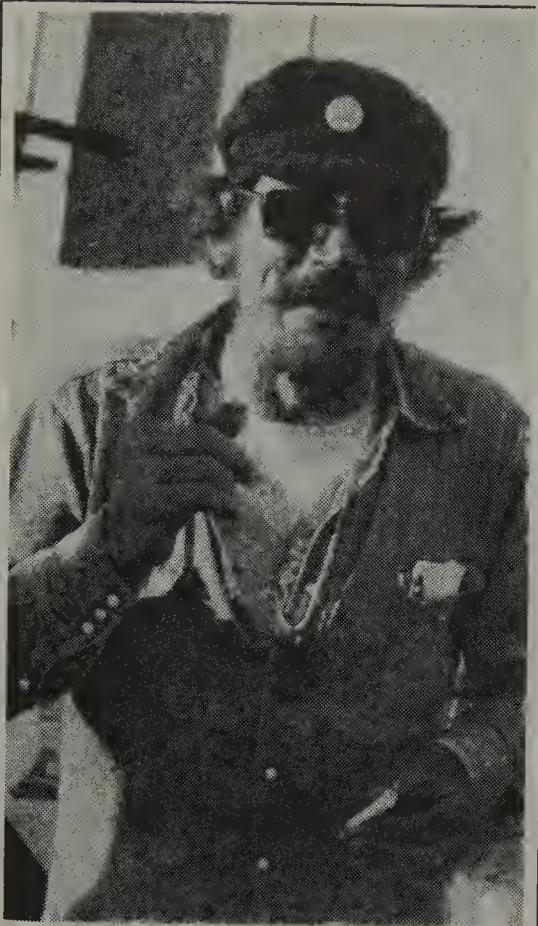
situation. In this case it was that although I was soaking wet, and nearly naked, I was completely warm and almost enjoying the shower. When you're in the midst of a rain squall and high winds, and aren't freezing your ass off, you know you're in the tropics!

Soon the weather was back to the



# SEA SAGA

## and the crew



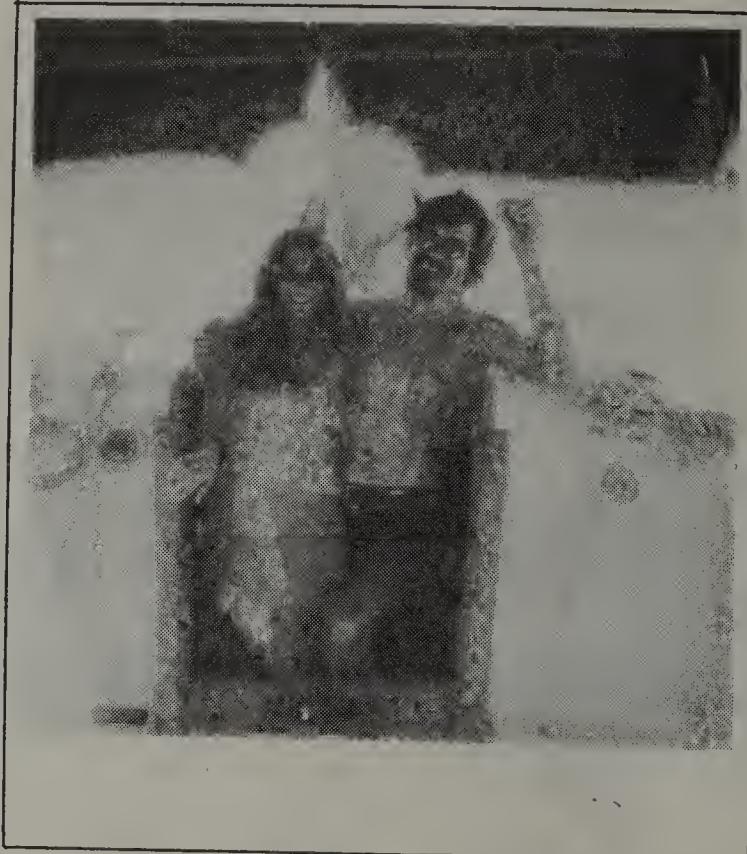
normal, but the same was not true for the ship's company. I was the only one aboard who had raced enough to have experienced a full out spinnaker knock down before, and two of the crew admitted to wondering if we were done for, and I can't say that I enjoy that sort of adventure myself. In order to enable everyone to retrieve their composure and confidence I had the genoa set and boomed out so we could take it easier for a while.

It wasn't until two days later that we reset the chute, and then only because I was alarmed about the chafe the genoa was suffering. I was adamant about setting the chute again. No problems arose for three more days until one evening, about 500 miles out, the N.E. trades began to back considerably. In a few hours we were forced to shorten sail drastically in the teeth of a foul wind of enough force to bury the needle on the 60 knot anemometer. Even though it had been a bad night, the sunrise the next morning more than made up for the discomfort. The riot of glowing solar colors and the visible rays of light gilding the white horses are not soon

forgotten, and with the dawn the trades returned to their usual quarter, so the night's discomfort was soon dispelled by a good breakfast under clearing skies.

When Maui finally poked her graceful peaks over the horizon at dawn two days later, excitement, barely suppressed until now, broke out in earnest among the crew, and I was experiencing the rosy glow that comes of finding a small island in the midst of the Pacific for the first time. Now I could actually say I was a navigator, and it was an excellent feeling. The sea is not one to allow complaisance for long, however, and predictably, after carrying us over 2000 miles without let up, the wind died out to a faint whisper. Modern sailors, we smugly started the iron stays'l, and chugged along for an hour. The engine sputtered, died, and an inspection revealed that we were out of gas!

After a few choice comments, the sails were set again, but the wind was so light that Tom, the mate, was able to launch our Avon and pass the boat to get in position for some pictures. After



# SEA SAGA

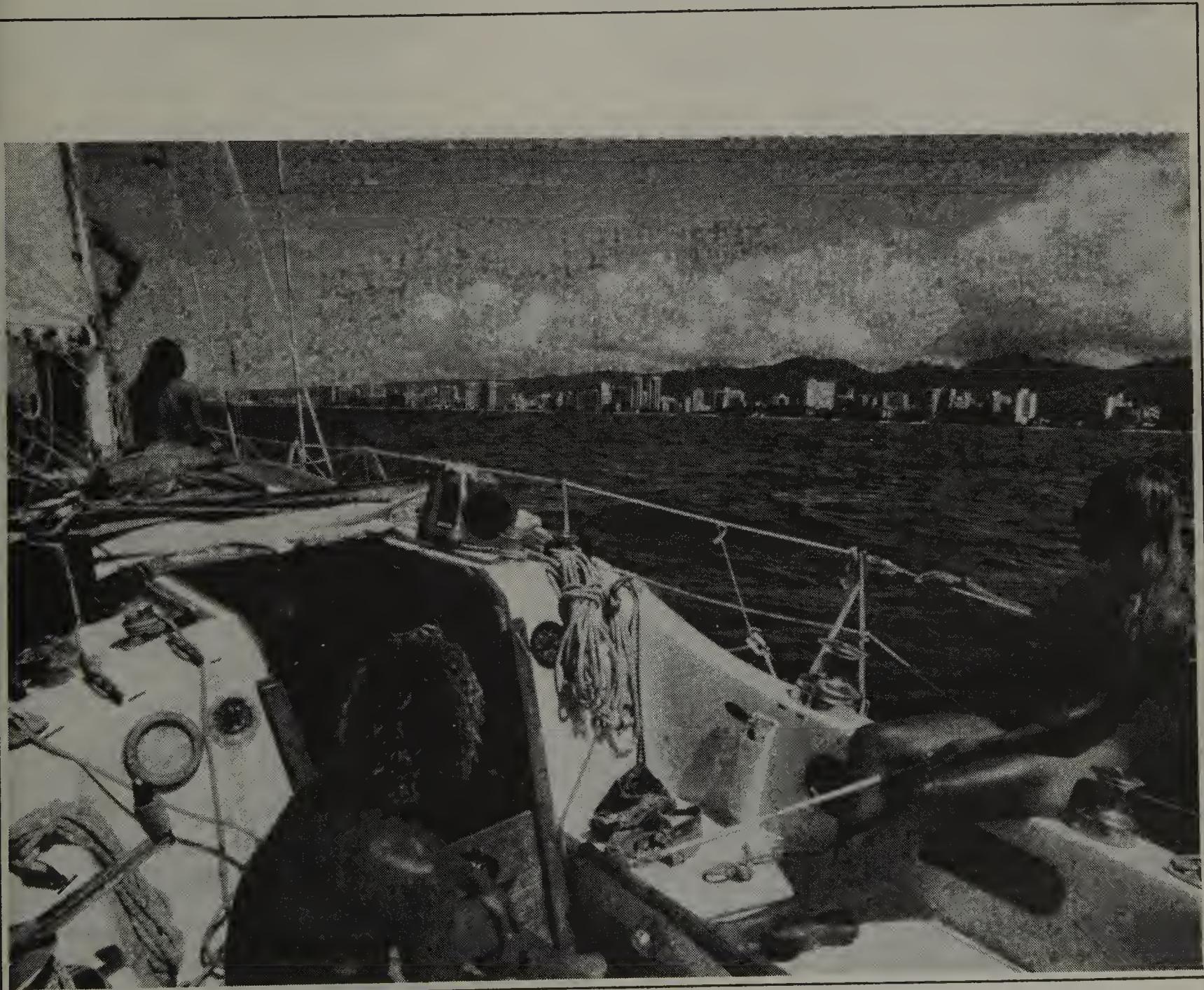
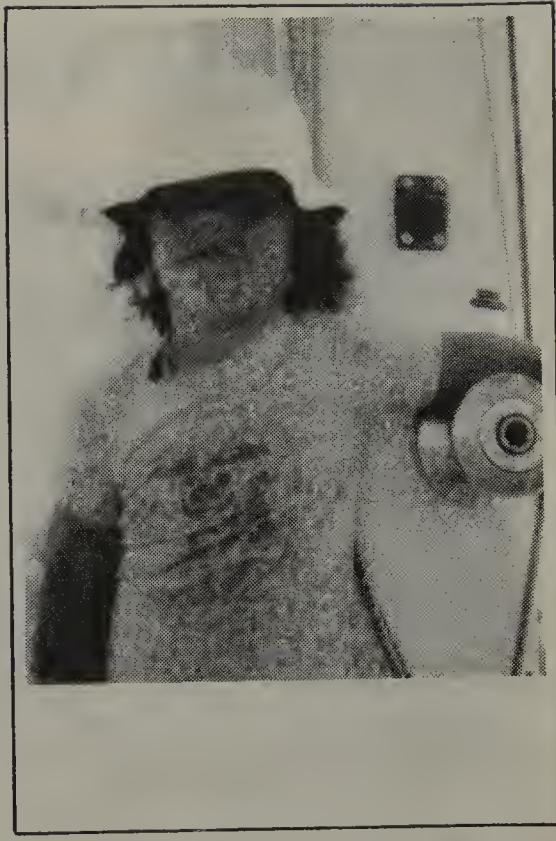
## of 'silverheels'

letting us cool our heels on the doorstep for a suitable period, the wind gods finally relented and sent us a zephyr strong enough to reach the anchorage off Lahaina. All hands turned to, the boat was put in order in an impossibly short time and there was a rush for the boats.

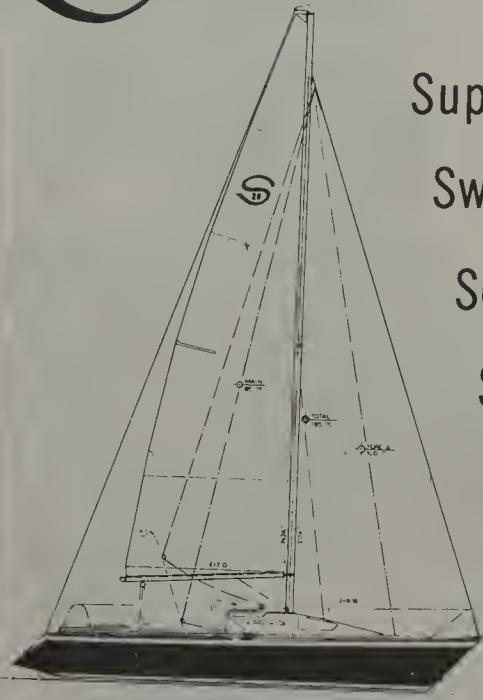
As we paddled away, I asked Silverheels to forgive us our abrupt departure, but unlike her, we were creatures of the land and were in need of its comforts. She had borne us well and I was sure she would carry us home again, but that was in the future and here before us was Hawaii. We had made the passage in 14½ days, with a

crew of seven including two women and two kids, a fact somewhat remarked upon by the knowledgeable. We had an excellent time, with just enough adventure to spice things up. Would I do it again? Definitely, especially since our return was in many ways easier than the trip over, and not much slower at 17½ days.

Sailing to weather is not as comfortable of course, but there is considerable joy in sailing a weatherly boat across the trades. The hardest part of the return is turning your back on the beautiful islands and sailing back to winter, so maybe next time we'll just keep going, and skip that part.

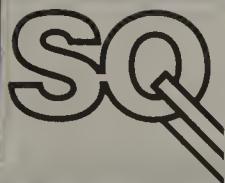


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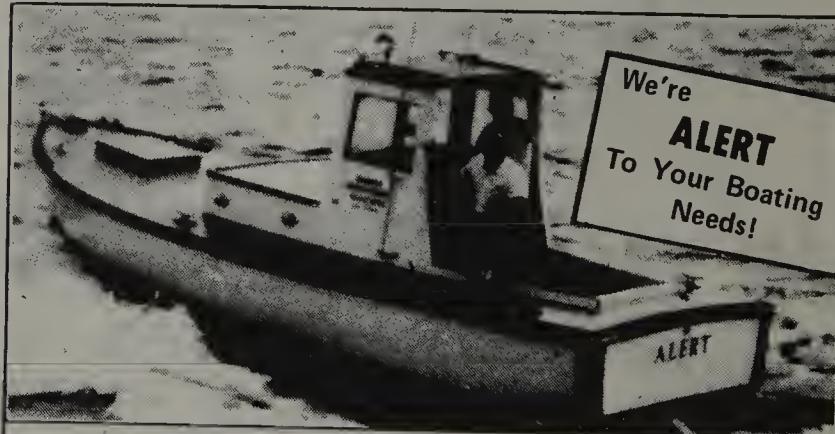
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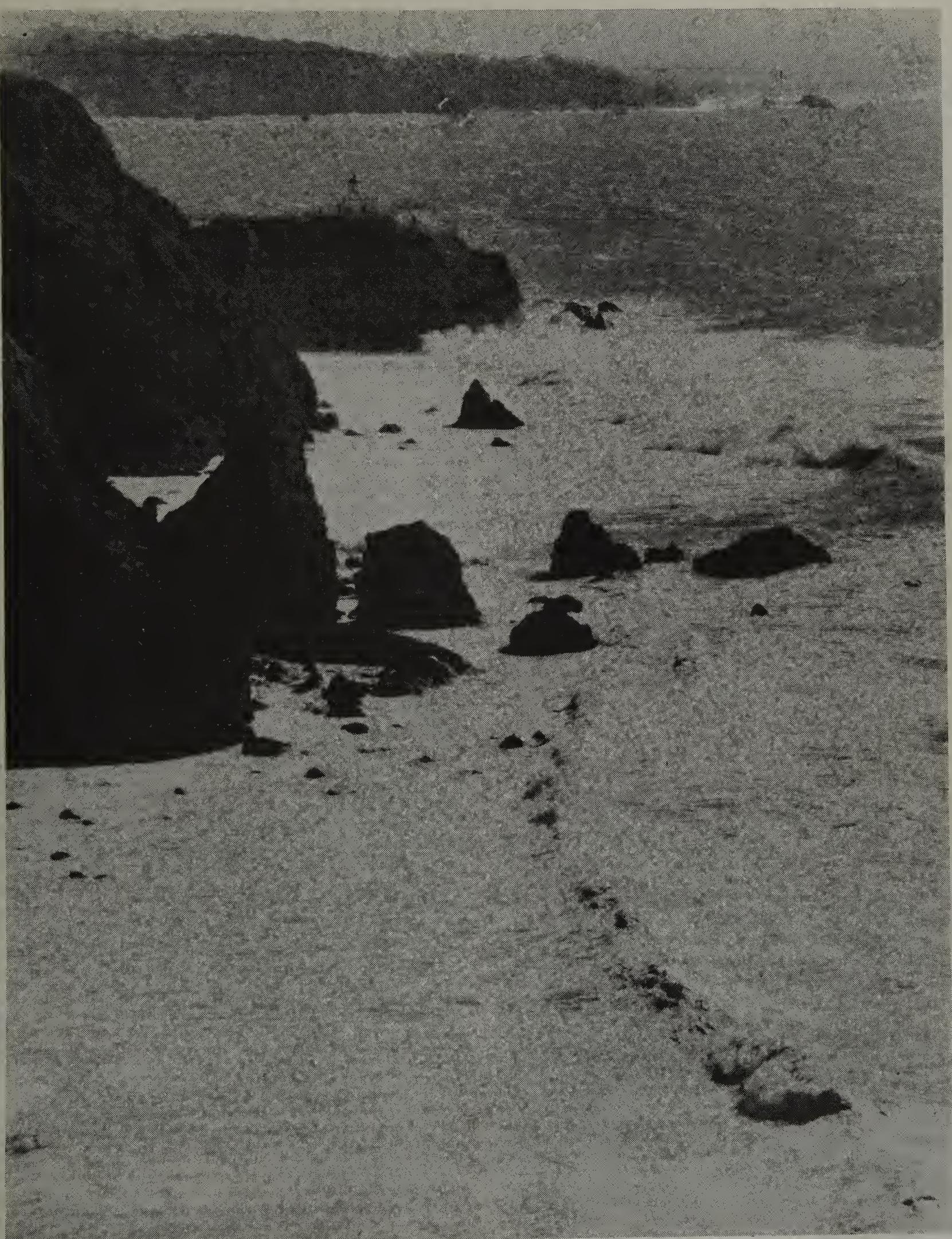
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269 Third St., San Rafael - On the Canal



**BEWARE**



# BEWARE

*He (The Sea) cannot brook the slightest appearance of defiance, and has remained the irreconcilable enemy of ships and men ever since ships and men had the unheard-of audacity to go afloat together in the face of his frown.*

— Joseph Conrad

A long weekend, a swift change in weather, and the inherent danger of shallow water combined to bring injury, death, and destruction to northern California yachtsmen over Washington's Birthday. Long holidays and abrupt weather changes have a way of taking their toll on yachtsmen; only last Thanksgiving 39 boats were damaged on Santa Cruz Island when Santa Ana conditions hit with gale force.

Friday the 18th was an unusually warm winter day. Sailors minds were geared for a warm leisurely weekend cruise, and the weather forecast seemed to reinforce this false sense of security. Saturday dawned with cold rain, thick fog, and heavy seas — a harbinger of a tragic weekend.

Sunday morning a small craft disintegrated off Point Bonita, claiming three lives. The Coast Guard arrived too late to find out what kind of vessel it was, or why it went down. Presumably it broke up in the heavy seas.

In the afternoon the skies had cleared up slightly, and boats headed out the Gate hoping to salvage more enjoyment from the so far disappointing holiday. A 38' cutter went out and reported large but docile seas in light airs, noting that their bowsprit didn't even get wet. Only an hour and a half later, Dick Levine, a Sausalito yacht dealer sailed out the

Gate with the ebb and punched through a wave to find "nothing on the other side." He took a bad fall and cracked several ribs. The boat shipped enough water to put the engine out of commission, and the 82' Coast Guard Cutter Heyer went out to lend assistance. Before they could arrive, the Heyer received a more urgent distress call from the sloop Hot Tub.

Allan Rubens and his companion Mary were returning to San Francisco from a cruise down to Monterey Bay. They had left Half Moon Bay that morning in Allan's Islander 28, and set a course for the inside buoy of the main shipping channel off Point Lobos. The seas were running 15 feet, and the wind 15 knots at the top of the crests. Hot Tub was also under power since there was not sufficient wind to fill the sails down in the troughs. Hot Tub was in the general company of several other boats when it was observed that seas were breaking some distance ahead, and even west of the course they were then heading. While the other boats continued toward the south channel, Hot Tub headed out for deeper water and safety. When Hot Tub was about 2 miles offshore, at right angles to Mt. Sutro and the shore, Allan suddenly saw a long breaking wave coming off their port bow. He headed the bow toward the wave, which was frothing into an estimated 25 foot wall of white water. The wave engulfed the boat from above the spreaders down, completely covering Allan and Mary in the cockpit. As might be expected, the mast came down, and before anything could be done the sails and rigging had fouled the prop and knocked out the engine. Although they were able to stay in the cockpit, Mary suffered several cracked or broken ribs. There were no other seas breaking in the vicinity, it had been an isolated breaking wave. Allan went forward to set the anchor, but the force of the wave had thrown it out of its recessed compartment. A spare anchor was set in 38 feet of water. Allan attempted to contact the Coast Guard by radio, then realized the obvious — the mast and the antenna were now beneath the boat. When Allan held a coat hanger on to the end of the antenna wire, Mary was able to reach the Coast Guard immediately. A rescue helicopter was hovering above in twenty minutes. It was decided not to air-lift Mary, for her ribs were broken and it was still rough, and Hot Tub seemed to be riding relatively well at anchor. Approximately two hours later a 44' Coast Guard motor lifeboard arrived, and just as it was becoming dark Allan and Mary were taken off Hot Tub. A member of the Coast Guard was left on board to await the 82' Heyer.

Mary was taken down below and strapped into the forward hold. The man at the helm strapped himself in, and Allan and one other member of the Coast Guard held on near the wheel. A short while after leaving Hot Tub, the 44' Coast Guard boat was rolled in a heavy sea. Allan was thrown through the hatch, and in chest-high water attempted to get Mary free. Allan kept thinking of the "Poseidon Adventure" and how, if he could get Mary loose, they would have to swim down to get out. As they struggled, the bow seemed to plunge toward the bottom, but in actuality the stern was rising and the boat, as designed, was righting herself. Allan clambered on deck to find both members of the rescue team groaning, but they quickly recovered. They had been upside down for an estimated 30 seconds. The boat had taken a large amount

# BEWARE

of water, the electricity was out, the radio and radar antennas were gone, one engine was out, and the other was sputtering. Fortunately they were able to limp back to the Heyer now about  $\frac{1}{2}$  mile away. The Heyer, Hot Tub, and the motor lifeboat were able to make it back to Fort Point without further incident. However, the upper part of Hot Tub's mast could not be secured, and it had been dragging and banging all the way into port. Mary was taken to the hospital, while Allan stayed to pump out Hot Tub, now heavily laden with water — water assumed to have been shipped as a result of the tow.

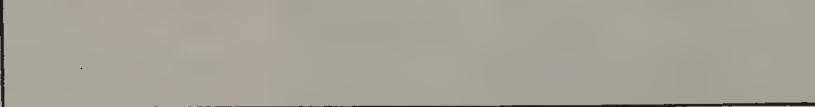
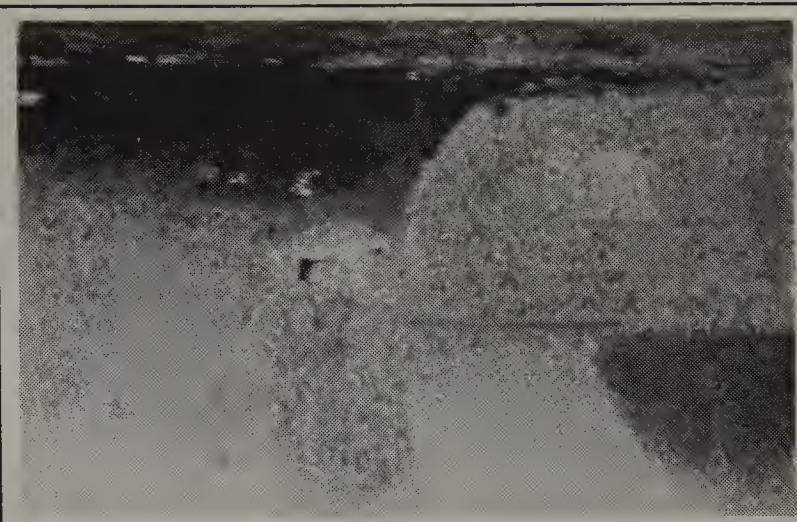
Hot Tub was taken to the Golden Gate Yacht Club, where early the next morning the harbormaster called Allan to tell him the boat was sinking at the dock. The boat was pumped out and taken to Sausalito to be hauled out. A four inch gash was found at the back aof the very top of the keel where the rigging had undoubtedly been chafing during the long tow. The sides of the hull were also scratched as was the rudder. A section of thick toerail was bent, attesting to the enormous forces that had been involved.

Allan assured us that he was very pleased with the boat, remarking several times of the structural integrity of a hull that had taken such a battering from the wave and even more the tow home. Had he been able to cut the mast loose, Allan believes there would have been no damage beyond losing the mast.

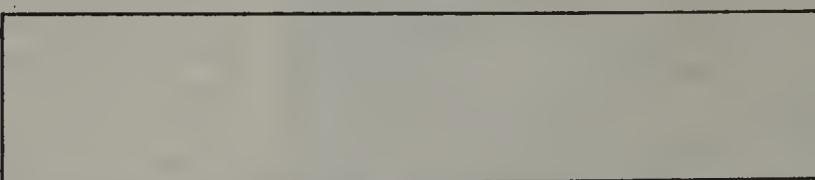
We spoke to Allan and Mary a few days after the incident as they were removing gear from the boat. Both were in good spirits, and Allan was eager to get things taken care of so he could get out sailing in Hot Tub again. Mary had not lost her interest in sailing, but would prefer not to be out in those conditions again.

While Hot Tub had been towed in, an Ericson 29 reported being out of gas in calm winds and very heavy seas in the northern end of the Potato Patch. With most of the crew seasick, they were instructed to anchor, which they did in 24 feet of water. They were told they would have to wait until circumstances afforded an opportunity to provide assistance. Apparently they made it back without too much difficulty, for they did not stand out among the numerous Coast Guard rescue operations that weekend.

A sailboat on a three-day shakedown cruise from Coyote Point was not so fortunate on Monday. According to Coast Guard reports, *Quest*, a Catalina 30, was dismasted about 10 in the morning. At 2 in the afternoon the Coast Guard received a rescue call from an observer on shore. A helicopter was sent out to the vicinity of Seal Rocks, and miraculously was able to set down on the surface in terribly adverse conditions. Two crew members were saved, one suffering from a broken leg. Despite the Coast Guard's heroic efforts, they were unable to reach the owner of the vessel before he apparently drowned. The seas were reported to be 15 feet, the wind 15 knots and the visibility about five miles. According to the Coast Guard report, a crew member stated that the *Quest* had been knocked down, dismasted, and damaged in the morning, and later on, another knockdown "caved in the side of the boat, and it sank in two minutes." Like Hot Tub, *Quest* had been making her way back from Half Moon Bay. Reportedly, it had been  $\frac{1}{2}$  to one mile offshore.



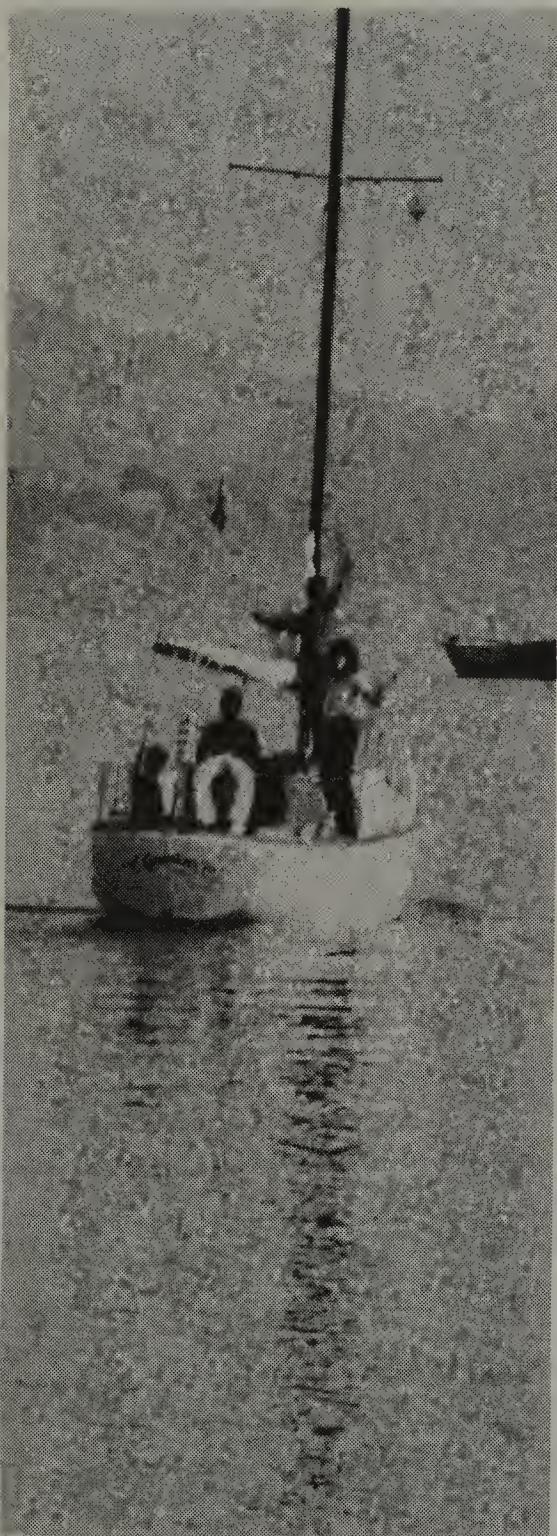
All of the incidents reported here had one thing in common: they all took place in relatively shallow water (25 to 40 feet) in areas notorious for their potentially hazardous conditions. Boats regularly sail these areas without incident, yet a change in tide, wind direction, or swell can quickly make these waters treacherous. Due to a lack of vigilance and a desire to make a vacation happen, we've been caught there in similar conditions ourselves. Fortunately, we had strong winds to help us get offshore quickly, and suffered no more than a severe case of fright. Beware.



# CHANGES IN LATITUDES

*It's those changes in Latitudes  
Changes in Attitudes  
Nothing remains quite the same.  
With all of our cunning and  
All of our running,  
If we couldn't laugh  
We'd all go insane.*

—Jimmy Buffet & the  
Coral Reefer Band



The first boat we have to report on has left on an extended cruise without intending to. Mikey Kelly, the dockmaster at Bauman & Miller, took his Columbia 29, **Camembert** on what was supposed to be a one week cruise to Santa Cruz. Shelley Stevens, Peter Pinkham, and Peter Serial went along as crew. Mikey insisted on taking an RDF along, which proved of little value when he discovered that his charts were so out of date that the beacon signals had changed. The compass also seemed deficient, reading off by as much as 30%, until the large stereo speakers were moved to the bow of the boat. Camembert left on a gorgeous winter day, and promptly ran into southerlies and one of the few rainstorms we've had all winter. An electrical fire broke out in a rainstorm when the wires on the fathometer shorted out, but the fire was quickly extinguished with little damage. Camembert left for Santa Cruz the day that Notices to Mariners reported shoaling conditions at the entrance to the Santa Cruz Yacht Harbor. Camembert approached the breakwater to find the entrance closed-out with breaking surf, even though it was high tide.

Mikey, an old surfer, elected to attempt to enter the harbor between sets, over the objections of the two Peters (Shelley had no say in the matter since she was asleep). Onlookers were treated to a thrilling drama as Camembert got caught by a breaking wave and was thrown on her beamends, and stopped just five feet short of the East breakwater. Shelley was disoriented upon waking, discovering that she was lying down while standing up. Peter Pinkham quickly pulled in the anchor that had fallen overboard, Camembert righted herself, and escaped into the safety of the harbor unscathed. Mikey reports that it is highly unlikely that he will be able to get out of the harbor until late in the Spring when dredging is scheduled to begin. Since Mikey lives on his boat, it doesn't seem possible he will be able to continue working at Bauman & Miller. He hopes to make the best of the opportunity and cruise South to Santa

## camembert

Barbara when he is able to get out of the harbor, and plans to limit his future surfing to surfboards.

Entering shoaling breakwaters is no laughing matter. While Camembert escaped undamaged, other boats have been less fortunate in California this year. Late last year, a Catalina 22 got trapped in the shoaled entrance to the Ventura Harbor and three people were killed in the heavy surf.

## javelin

Max and Suzanne Cheshire, originally from Alameda, left Sausalito for San Diego and have since left for the Marquesas. Their boat is a 38' Javelin, an early sixties fiberglass sloop designed by Tripp. Max, a French Chef, was reportedly going to effect minor repairs and learn celestial navigation on the way to the South Pacific. Good luck!

## delphys

In February we had the good fortune to bump into Bob and Margaret Cassero, and their son Danny while walking along the harbor in Santa Barbara. The Casseros had just sailed south from Pelican Harbor in Sausalito in their Pearson Vanguard, **Delphys**, on their way to Mexico. They reported an arduous and sobering trip.

The two things they could especially have used were a steering vane and an RDF. Their son Danny was seasick most of the time so it was 12 hours on and 12 hours off — tough duty. Strong winds and a heavy sea made Bob's first sextant shots difficult, and they found themselves passing between two of the Channel Islands when they thought they were headed into the Ventura Harbor. They found fatigue a valuable asset in making incorrect sightings and fixes. They liked the way the Vanguard had handled the weather, and were thankful for the storm sails they had picked up as an afterthought. In their fatigue, reefing had taken them almost an hour in the rough conditions, and they thought it might have been easier if they had practiced more. The Cassero's

# CHANGES IN ATTITUDES

are looking for more pleasant conditions and warmer weather now that they have passed Conception.

We stopped by their boat the next day, and while his parents were gone, Danny Cassero gave us the 'real' story on their trip. Here's how he told it:

"The kid, Danny, 13, played a heroic part in saving the boat. His parents were so exhausted from three days sailing that they gave the helm to the kid while they slept at night. He safely passed the boat directly south from Monterey Harbor. While the kid tied the tiller down, he took the sextant out of the box and took 5 shots and held the stop watch at the same time. He took out the San Francisco to San Diego chart, and from celestial navigation school proceeded to put down figures on the chart to see where he was. He took the hand-bearing compass and shot the buoy that was supposed to be 10 points off starboard, and put the heading down and steered it on the compass. He found himself 20 miles south of Santa Barbara Harbor."

Danny said he liked the dolphins, although the whales scared him. Danny didn't like the "gigantic seas or kneeling in front of the head. "I didn't eat a thing for four days so when we got to Santa Barbara I went to Rudy's for a burger. That's what kept me going, the image of a big double cheese burger. We'll head south to Santa Monica Bay and probably get lost again," Danny concluded. When Danny turns 17 he is going to join the Navy and later own a fleet of tug boats. It will be called the **Cassero Company**, and Danny will be the driver of the big tug that tows the ferries.

## ishi

Matthew Martenyi has left from San Francisco and is now in Ventura on his way to Mexico. Matthew went with friends Kim and Marni in December on a Stephens Bros. Junior Clipper. The boat is a 25'6" hard-chime ply hull and named **Ishi** after the famous anthropological Indian. The Junior Clipper was built in 1952, and is believed to be one of the last of the class. Matthew reported the trip down very calm, having to motor 80% of the time. Coming around Conception an

accidental jibe whipped the boom around despite the preventer and broke the boom like a matchstick. A short time later the engine conked out and Ishi was sailed and paddled the rest of the way into Santa Barbara. The boat is equipped with a homemade steering vane that was built by the previous owner. Matthew has a main, working jib, a spinnaker, and a drifter that rips every time he sets it. Matthew plans to cruise the Channel Islands before heading south into Mexico, and return at the end of summer and prepare for the bar exam.

## mi sueno

Stan "The Sausalito Man" reports the following departures:

A marconi cutter, **Mi Sueno**, 33' with a gas auxiliary has left Sausalito for Cabo San Lucas. At last report, Mi Sueno had left Cabo for Hawaii. Much of the equipment on board, including a self-steering vane, were built and installed by the owner, Hyme Muniz. Hyme left with a crew of two, including "one blonde about 5'8", with a cute figure and a new aqua Volvo."

The 3-masted 50' junk, **Richmond**, left late February for Costa Rica. The Richmond is fir planked on fir frames with fir ceilings. Both the Richmond and its Hicks engine were built in the bay area between 1910 and 1915. The Richmond was originally a harbor tug, then saw service with Southern Pacific and Standard Oil a number of times, and in between served as a private tug and a fish boat. The vessel was purchased by the notorious "Redlegs" rock and roll band for a reported \$1000. The band has spent the last three years preparing for the voyage.

The Hicks engine starts on gasoline, then when it warms up, the timing is retarded and it runs on diesel. Joe Tate is the Captain of the Richmond with Kim, Bill, Sandra, Jeremy, Claus and others as crew. They plan to make music in Costa Rica and then head for Hawaii.

## renaissance

Virg, Pam and 13-month-old Chris Erwin have left Sausalito for San Diego and then the Marquesas. Paul Galleger will accompany them for the first 3 to 6

months on their Westsail 32, **Renaissance**. The Erwins started planning their trip 4 years ago, and while they had originally planned to be gone for 3 years, increased outfitting expenses might cut that time in half. After getting to the Marquesas they plan to head for Tahiti and just cruise the South Pacific.

**Renaissance** is equipped with an Auto-Helm wind vane that Virg likes because it has a trim tab on the main rudder and can be reefed-down. They are taking five sails, including a 4 ounce 450 sq. ft. headsail for the trades. Virg is planning on navigating by DR and a sextant, and is going to toy with a Commodore N-60 Navigational Calculator, which looks impressive, but is thus far uncomprehensible. The Erwins are going to chlorinate their tanks, being suspect of the water they may have to use. A Sears charcoal filter is going to be used to filter the drinking water, and they plan to change cartridges every six months.



# CHANGES IN LATITUDES

## taku-totem

Vern and Sheila Elliott and children Lisa, Shane, and Stuart have left Sausalito for the South Pacific in the 41' Bounty II, **Taku-Totem**, spirit of the wind, named after the williwaws off the Taku Glacier in Alaska. The Elliott's bought their Bounty in Sausalito more than a year ago, and had a bad experience on their way up to Seattle. Just hours before they had to leave, someone drilled a hole from the head exhaust into the water tanks, the result was an unsavory water supply that had to be boiled whenever they wished to suffer through any coffee, tea, or Tang.

The Elliotts have headed straight to the Marquesas from Sausalito, explaining that you can't spend money in the middle of the ocean. After staying in the societies for 2 or 3 months, they plan to go to Hawaii to meet friends, and then spent the next 5 to 10 years in the South Seas. **Taku-Totem** has a Hydro-vane, and is rigged with twin 1.5 oz. staysails, as well as 5 other sails. The original Atomic 4 has been replaced with a Starret diesel. The Elliott's carry a Ra-Alert system which buzzes when they are within 2 to 8 miles of an operating radar, and can be switched to signal constantly or with each sweep of

the oncoming radar. The unit can be covered with foil, except for a slit, and be used to determine the direction of the radar. They have used the unit and say it works well. They also carry a Sea-wife masthead tri-light which is good for heavy swells, and includes an anchor light that can be used to transmit Morse Code. They will navigate by DR and sextant. Most of the lights have been replaced with fluorescent to conserve battery juice.

## red rebel

A Palmer-Johnson 36, **Red Rebel**, has left on an unusual cruise to the Caribbean. Originally from Toronto, **Rebel** left Sausalito with owner Dr. David Parkinson heading for Ventura where the boat is to be put on a truck, shipped to Texas, then sailed to the Carib.

## baltic cruiser

An un-named Baltic cruiser, 29', left Sausalito for San Diego and eventually Hawaii. The boat is made of Euro plywood and covered with glass, and comes equipped with a Seagull outboard. The owners reportedly bought the boat with money saved while working on the Alaska pipeline. They

claim to have no sailing experience at all, and hope that lots of "kayak time" will suffice. The owners John and Weiland spent a week building a good-looking self-steering vane.

## aprima

An unusual looking vessel, the 35' **Aprima**, has left Sausalito for points south. The custom design is strip-planked with cedar and covered with a mat and roving styrene cover. The fin keel boat is equipped with a Saab 10 h.p. diesel and a variable pitch propeller. Daniel Danielson, his wife, Justine, and two children comprise the ship's company. The **Aprima** is reportedly to cruise with the previously mentioned Baltic cutter.

## cubuf

The 42' Alden schooner, **Cubuf**, is headed for Mexico from Sausalito, eventually planning to head farther west. Jay, the owner has spent the last two years totally rebuilding **Cubuf** after she was sunk off the Sausalito waterfront by a negligent fish boat. Jay and his crew Arnold have done a commendable job restoring the boat. **Cubuf**, an almost permanent fixture on the Sausalito waterfront will be missed while she is gone.

## dos amigos

A 60' Chappell gaff-rigged ketch, **Dos Amigos** is departing this month from Oakland for an extended cruise down the coast through the Panama Canal and finally to Florida. **Dos Amigos** was built in 1947 and has tackled the Horn, and the Amazon River during its youth. A previous owner had a dismasting two days out of Mexico enroute to Hawaii. Jury rigged, **Amigos** made the islands in 40 days. Owners Keith and Wayne Jones will have Wayne's two daughters, Laurie — 12, and Susan — 10, as crew. The two girls' Lafayette schools have been extremely cooperative in planning for the girls' education, books, materials, and encouragement. **Amigos** uses a Triton Aircraft Omni for navigation. The Jones brothers suggest that Omni has an advantage for navigation in that local deviation has already been calculated and adjusted for at each station.

*We are interested in any voyages by northern California sailboats and sailors. Please keep us informed. Photos appreciated.*

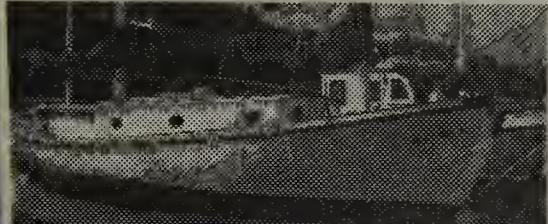




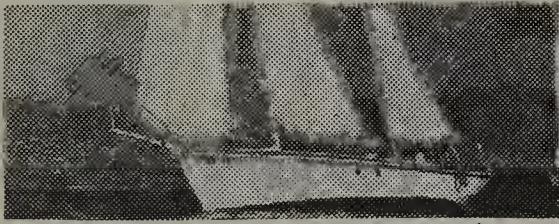
# Edgewater

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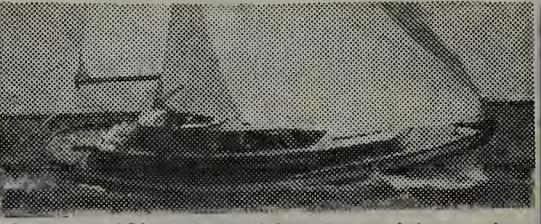
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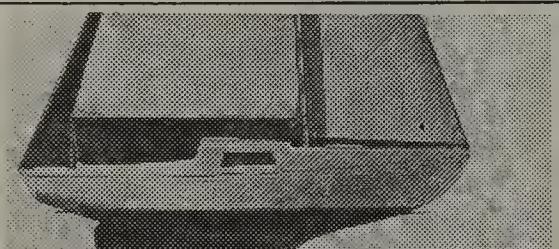
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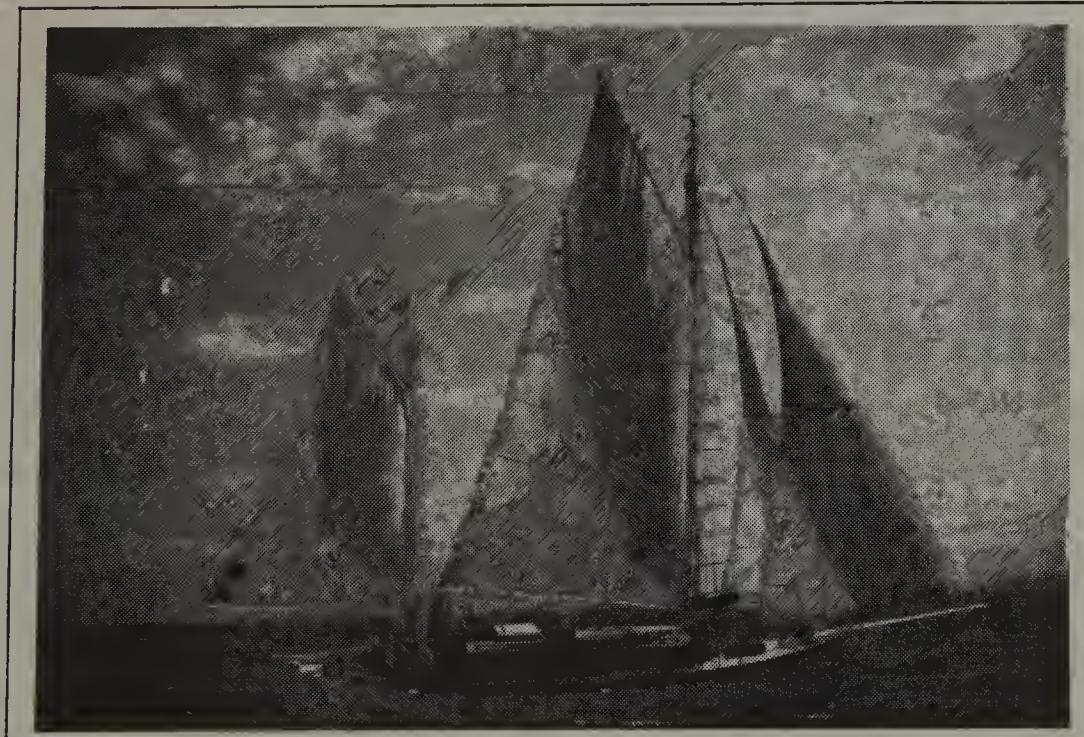
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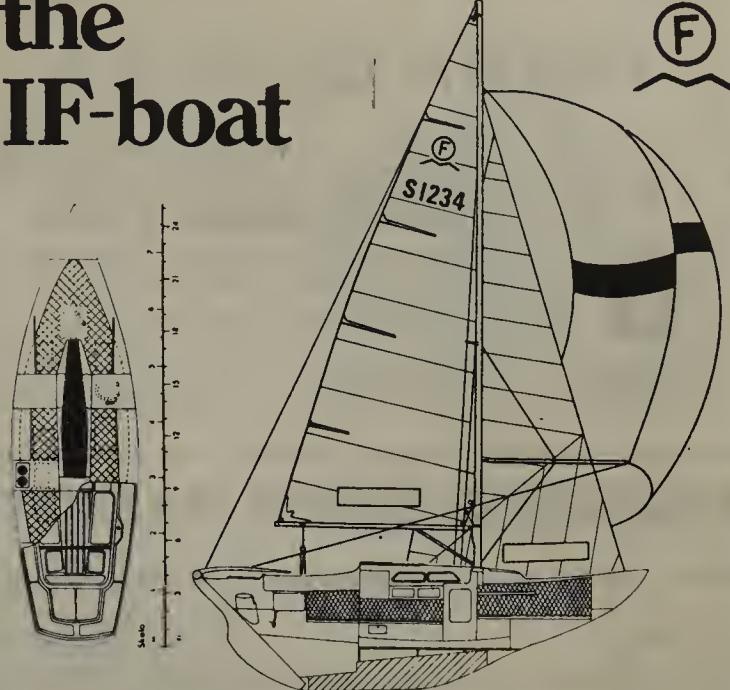
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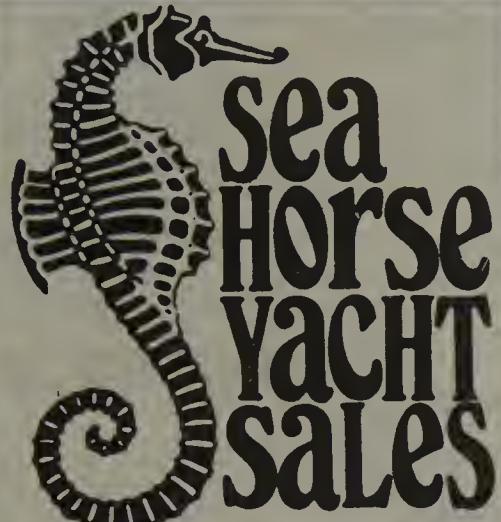
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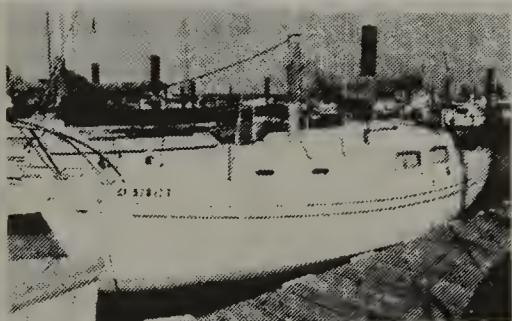
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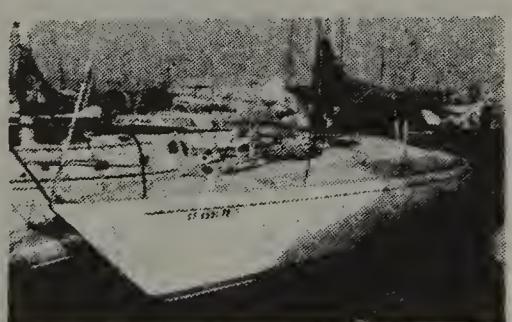
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